

The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR.
Barometer 30.00

September 26, 1914. Temperature 6 a.m. 75. 2 p.m. 97.
Humidity 97.

September 26, 1914. Temperature 6 a.m. 77. 2 p.m. 85.
Humidity 93. 71.

2915

晚七初月八年寅甲

SATURDAY, SEPTEMBER 26, 1914.

大拜禮 號六拾廿月九年亥癸

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

LATEST WAR TELEGRAMS.

INCIDENTS IN THE BIG BATTLE.

GERMANS EMPLOYING WAR MATERIAL WHICH WAS INTENDED FOR THE SIEGE OF PARIS.

Mr. Churchill Satisfied with the Naval Outlook.

THREE AUSTRIAN WARSHIPS SUNK BY MINES.

[Reuter's Service To "The Telegraph."]

Sept. 24, 2.30 p.m.

A statement issued from the Headquarters of the British Expeditionary Force relates the operations up to the 22nd inst. as follows:—

Progress has been slow, but in certain directions continuous. Indeed the battle may last for some days more before a decision is reached. It approximates somewhat to siege warfare. The Germans are in great strength and their use of heavy artillery leads to the supposition that they are employing material that was collected for the siege of Paris.

The operations on the 18th, 19th and 20th can be summarised in the words of a neighbouring French commander: "Having repulsed repeated violent attacks, we have a feeling that we have been victorious."

On the night of Friday, the 18th, the Germans attacked the British lines, their infantry being supported, as always, by a heavy bombardment, but the attack lacked vigour.

Our anti-aircraft gun brought down a German aeroplane. The French cavalry to the north demolished part of the railway, cutting one of the enemy's lines of communication.

Intermittent bombardment took place on Saturday, but the advancing infantry retired under our fire.

We destroyed another aeroplane. Our aviators dropped bombs on the Germans and especially damaged their transport. We found a large store of barbed ammunition.

It was a day of driving rain. Sunday was uneventful until afternoon, when we enjoyed feeble sunshine. It was hardly powerful enough to warm the soaking troops. It encouraged the Germans, however, to make several separate counter attacks, all of which we repulsed with loss.

It transpires that the German infantry started the advance with bands playing. The enemy again attacked us at dusk unsuccessfully.

Throughout, the brunt of the resistance has fallen upon the infantry, who have always been ready to beat the enemy with great loss. Indeed the sight of "pickelhauben" advancing has been a positive relief after hours of shell fire.

Battle in Full Swing.

Sept. 25, 2.50 a.m.

At eleven in the evening the following communique was issued in Paris:—

On the Left wing the battle is developing. In the Centre it is in full swing and on the Right wing the German attack seems to be checked.

Mr. Churchill Reviews the Situation.

Sept. 24, 7.40 p.m.

The Press Bureau issued to-night an interview with the Right Hon. Mr. Winston Churchill, First Lord of the Admiralty, who emphasises the satisfactory position of the operations. He says German trade has ceased, while British trade is proceeding uninterrupted. "We are," he says, "moving scores of thousands of men across the ocean of the world; our submarines are blockading the very throat of the Elbe; we started with a naval preponderance nearer 2 to 1 than 18 to 10, and the position next year, with equal losses, will be far stronger. Our most powerful and expensive warships are not yet commissioned."

"Our naval policy in the Mediterranean is friendly to Italy. If she had been our Ally, our interests would be hers. There must be no chance of a recurrence of the catastrophe of 1912. The most audacious must be taught to respect the law of nations."

Zeppelin Kills a Watch-dog.

Sept. 25, 3.15 a.m.

A Zeppelin airship last night dropped three bombs on Ostend, which killed a dog and slightly damaged the fishmarket.

The first bomb fell upon a bridge in the outskirts, the second in the harbour and the third in the fishmarket, where it demolished a fishmonger's office and killed a watchdog.

The windows of the houses opposite were broken, and the inhabitants immediately extinguished their lights and rushed into the streets discussing the affair.

LATEST WAR TELEGRAMS.

British Casualties.

Sept. 24, 11.40 p.m.

Colonel Grant-Duff has been killed and Brigadier-General Haking has been wounded.

Russians Pushing Forward.

Sept. 25, 5.25 a.m.

An official telegram from Petrograd states that on the southwestern front the Russians have occupied the fortified positions in the Radymko district with all the enemy's artillery.

The garrison of Przemyśl has evacuated the village of Medyka, being driven back in the eastern section towards the line of forts. There is no fighting on the German front.

Montenegrins Active.

Sept. 24, 10.40 p.m.

The Montenegrins with siege guns are bombarding Cattaro.

The North Sea Disaster.

Sept. 25, 12.15 p.m.

Besides the list of officers and warrant officers saved from the torpedoed cruisers Aboukir, Creasy and Hogue in the North Sea the Admiralty issues a list of 779 men saved.

Three Austrian Warships Sunk.

Sept. 24, 10.35 a.m.

A Milan telegram reports that an Austrian destroyer and two torpedo boats have been sunk by mines off the coast of Dalmatia.

The Varying Struggle.

Sept. 24, 6.5 p.m.

A Paris communique states that in the centre there has been no change. The enemy to the East continued their attacks with remarkable fierceness. The struggle continues with alternate retirements at certain points and advances at others.

The enemy in small detachments have again attempted to penetrate French territory in the region Nancy-Vosges but were soon repulsed.

The Russian Advance.

Sept. 24, 6.5 p.m.

The Russians are continuing their advance on Cracow.

AEROPLANES IN WAR.

Resources of the Belligerents.

The utility of aircraft in a European war is almost entirely in connection with reconnaissance, writes Mr. C. G. Grey, editor of the *Aeroplane* (London). Under certain special circumstances both aeroplanes and airships might be used for offensive purposes, but no nation owns aircraft in sufficient quantities to make them an important consideration as weapons.

It is possible that a couple of German airships might make a dash for Paris or London with the idea of causing a tumult among the populace, but they would run big risks of being destroyed by faster aeroplanes. Aeroplanes might—undoubtedly would—be used as weapons against airships, as even a small aeroplane can carry hand grenades of sufficient size to destroy an airship, and it is also likely that in every country pilots could be found who would be willing to sacrifice their lives by driving the aeroplanes headfirst into an airship.

Germany Has 600 Machines.

I know personally that several British officers are prepared to do so, and it is said that a certain French aeroplane squadron avowed this purpose if German airships crossed the French border.

It is also true that some of the larger aeroplanes would be used to drop bombs over troops in camp, chiefly with the idea of destroying discipline and stampeding the horses.

Few aeroplanes could carry more than four bombs weighing fifty pounds apiece.

The greatest aircraft force is possessed by Germany, which has ten Zeppelins capable of flying from ten to thirty hours, and two others, on the point of completion. These two and four of the other ten are capable of travelling fifty and sixty miles an hour.

As regards aeroplanes, Germany is far ahead of any other country, as far as the all-round efficiency of its machines is concerned, although France and England have perhaps some faster machines.

The total number of aeroplanes in Germany is kept a military secret, but it is believed here that Germany has about three times as many as she is supposed to have and she is supposed to have four times as many as England. On this computation Germany must have over 600.

Recent German world's records include altitude records with and without passengers, and duration records starting at thirteen hours and progressing to twenty-four, all made absolutely with biplanes of standard type, with engines of about 100-horse-power, such as are turned out in hundreds by one or two of Germany's big motor car factories.

The best German machines have a speed of perhaps eighty miles an hour and the worst fifty. German pilots, though generally reported not so skilful as those of France and England, have shown greater staying power and determination.

The next largest air fleet to Germany's belongs to France. In airships France is extremely

weak, and at the moment owns only three comparatively small and low-powered craft which cannot be compared with the Zeppelins.

France possesses possibly as many aeroplanes as Germany, but recently there has been an outcry against the shocking state of neglect into which the majority of French machines have been allowed to fall. Also most French military machines are slower than those of Germany. The French army owns a certain number of comparatively fast monoplanes capable of carrying an observer as a passenger, but their radius is much less than that of the German machines.

France would draft civilians. In actual war France would have to call on a vast number of highly trained civilian aviators, who would pilot the military officers as observers. But the thoroughly trained military aviator would be of greater value.

In engines France is well off, as she has supplied aero-engines to the world since the beginning of aviation and her factories are equipped on a corresponding scale.

The next air power is Russia and here it is impossible to give more than a guess at the number of her aeroplanes. There are big military air stations at the most important Russian strategic points. There are several large aeroplane factories in Russia, chiefly organised and managed by Frenchmen and these have been for twelve months turning out machines in very fair quantities.

Russian Pilots Daring. The Russian strength is about 300 serviceable aeroplanes, and the Russian military budget made provision for 400. Russian pilots are in some ways the best in the world. The Russian military pilot will casually set off on a trip from Sebastopol to St. Petersburg or Moscow, and as a general rule he reaches his destination somehow. They have a preference for very high speed monoplanes, owing to their inability to land at moderate speeds.

Russia is also well provided with engine factories, for the Russian military policy has always been to insist on Russian-built aeroplanes with Russian engines.

As far as airships are concerned Russia is practically without a single effective ship. Probably the next power in actual number of aircraft is Italy. She has about seven airships, but in aeroplanes she is quite well off. Definitely laid down on the authority of French observers, Italy has 25 squadrons, each with seven machines in Italy and three in Africa. There are besides reserve machines under construction in various factories, so that, on a moderate estimate, she would be able to put between 150 and 200 machines into the air at the beginning of a war.

The majority of the Italian machines are of quite modern design and construction, and most of them are at least as fast as the best French machines. Many Italian pilots have had the experience of active service in Africa, and as a rule an Italian aviator has plenty of dash as well as staying power.

On the whole, the Italian army is well provided with aircraft in comparison with its mobilised strength.

Austria has Made Strides. Austria has recently made considerable strides in aviation. Her present available fleet consists of more than 100 aeroplanes, all of modern design and equipped with good, reliable motors. She also possesses three airships of practically negligible value.

The Austrian pilots are of good quality, resembling the German in staying power, but having a little more dash. Austria makes her own aeroplane engines and is therefore able to replace machines destroyed in war.

VOLUNTEER ORDERS.

Corps Orders issued by Lieut. Col. A. Chapman, V.D., yesterday, state:—

Appointments and Transfers:—The following men having joined the Corps are allotted Corps numbers and posted as follows:—

No. 1027 Pte. R. H. Whittall to Scouts Company.

No. 1028 Gr. J. F. Miller to No. 1 Section Artillery Battery.

No. 1029 Sapper F. O. Clemo to Engineer Company.

No. 1030 Sapper T. Gibbison to Engineer Company.

No. 1031 Pte. F. D. Silas to Right Section M. G. Co.

No. 1032 Pte. H. Wilman to Right Section M. G. Co.

No. 1033 Pte. L. A. V. Ribeiro to Signalling Section.

No. 1034 Pte. J. S. Rodrigues to Signalling Section.

No. 1035 Pte. U. Santos to Signalling Section.

No. 1036 Pte. P. A. Reis to Signalling Section.

No. 1037 Pte. A. A. de Luz to Signalling Section.

No. 1040 Pte. J. R. Maughan to Left Section M. G. Co.

No. 1041 Pte. A. M. Costa to Signalling Section.

No. 1042 Pte. A. A. Abbas to Signalling Section.

Medical Orderly J. R. Sutor to Staff.

Medical Orderly D. A. MacLeod to Staff.

Medical Orderly E. W. H. James to Staff.

Medical Orderly A. M. Stark to Staff.

The following men are transferred from the Reserves, allotted Corps Nos. and posted as follows:—

No. 1043 Pte. F. H. Shaw to Engineer Company dated 13.9.14.

No. 1044 Pte. D. K. Blair to Signalling Section dated 24.9.14.

Trans:—The attention of Volunteers is called to the following extract from Routine Order No. 3 dated 8.8.14:—"Small parties not exceeding six can travel in the ordinary trams free of charge." The limit of six is at no time to be exceeded. Volunteers are reminded that this concession granted to soldiers is only intended to cover journeys to or from duty.

Leave:—Leave of absence from the Colony is granted to Sergt. B. F. Chapman from 28.9.14 to 27.10.15, inclusive.

Parades:—Parades for Saturday 25th instant.—Nil.

England possesses probably about as many aeroplanes as Austria. Her supply of engines is exceedingly limited, because it is only a few months ago that an attempt was made to encourage the production of aero engines in England.

Servia possesses perhaps twenty machines of French construction; Bulgaria about the same of German and English make. Roumania has perhaps thirty French and British aeroplanes. Belgium and Holland have perhaps twenty serviceable aeroplanes apiece, and the Scandinavian countries do not count.

On the naval side Great Britain leads in numbers with fifty machines, in experience in getting off the water and in quality and power. Her best seaplanes, which are faster than those of Germany, are better suited for getting off rough water.

But here again, the difficulty in obtaining engines to replace the wastage of war crops up. Germany is somewhat behind here. Her machines are slower and worse in rough water. France has a few waterplanes, as have Italy and Russia; but none of the other countries has naval aircraft which count for anything.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Montenegrins, with siege guns, are bombarding Cattaro.

On the French Left Wing the battle is developing and it is in full swing in the Centre.

An Austrian destroyer and two torpedo-boats have been sunk by mines on the Dalmatian coast.

A Zeppelin has dropped three bombs on Ostend, killing a dog and slightly damaging a fish market.

Besides a list of the Officers and Warrant Officers saved, the Admiralty issues a list of 779 men saved.

The Official Press Bureau has issued an interview with Mr. Winston Churchill which emphasises the satisfactory position of the operations.

An official British statement of the operations to the 22nd inst. states that progress has been slow but in certain directions continuous.

Colonel Grant-Duff has been killed and Brigadier-General Haking, commanding the 5th Infantry Brigade, has been wounded.

NEWS.

Interesting Tsingtau items appear in this issue.

Further war news from various sources is given to-day.

Further notes on the crisis appear on page 4.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

General news and an article on London in war time appear on page 3 to-day.

Hongkong Twenty-five Years Ago appears to-day under the heading "1889."

The concluding instalment of a short story, a short sermon and a further instalment of our war gazetteer appear on an extra.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9 p.m.
Victoria Theatre 8.15 p.m.

TO-MORROW.

Bijon Theatre 9 p.m.
Victoria Theatre 8.15 p.m.

Monday, September 28.

Sale of Crown Land, P.W.D.—3 p.m.

Sale of household furniture, No. 50, The Peak—G. P. Lambert—2.45 p.m.

Tuesday, September 29.

Organ Recital at St. John's Cathedral—9.15 p.m.

Wednesday, September 30.

H.K. St. Andrew's Society, Annual General Meeting—5.30 p.m.

Thursday, October 1.

Opening of Hongkong Turkish Bath and Toilet Company's Turkish baths.

Saturday, October 3.

Hongkong Hotel Co., Ltd., extraordinary General Meeting—noon.

Saturday, October 10.

Amateur Boxing Tournament at City Hall.

Meeting of Shareholders of the Dairy Farm Co., Ltd.—12.15 p.m.

NOTICES

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Hongkong, June 11th, 1913.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Cochrane Street, 1st floor.

Hongkong, 28th Jan., 1912.

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MANAGER, Hongkong, 18th July, 1913.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

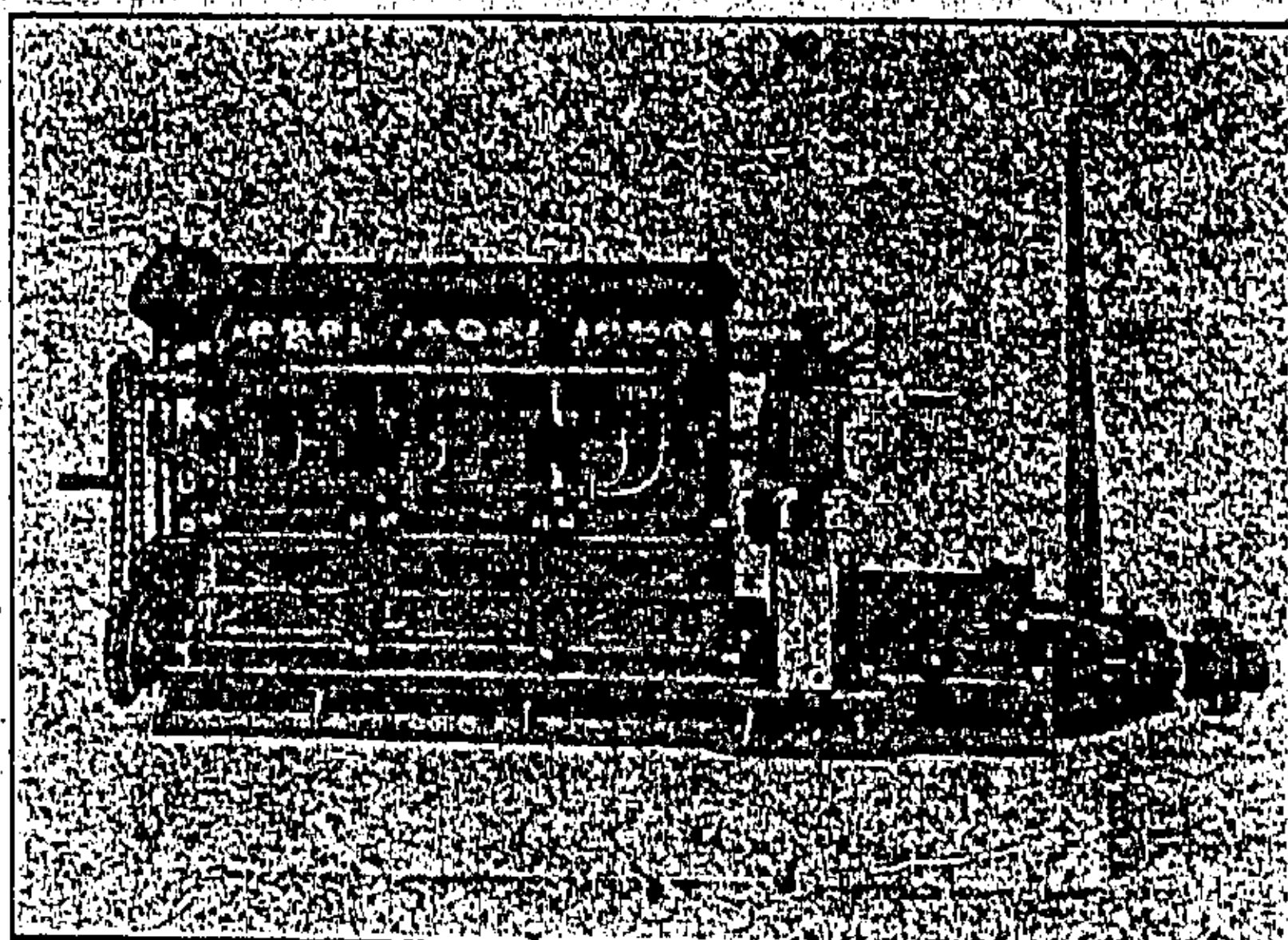
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Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

NOTICES

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South China Morning Post.

Reprisals.

It may therefore be taken, now that the aeroplanes have so thoroughly proved their capabilities, that a new phase of the war is about to open which may turn out to be distinctly unpleasant for the Germans. The Naval Annual for 1914 states the British aerial force to be as follows: One battleship, six cruisers, and seven mine-laying and scouting ships under construction, seven mine-laying and scouting ships in service, and 250 efficient aeroplanes and dirigibles. A correspondent tells us that there are sixty waterplanes in course of construction. Even half of such a fleet, careering over Germany and dropping bombs on Zeppelin sheds or forts would be capable of inflicting enormous damage on their war material and creating the wildest consternation.

China Vail

China and the War.

China is no more likely to be alarmed over the "Mailed Fist" bellicose attitude than is any other country. And the safest assurance that China could offer regarding her wish to have no interference with her from either of the belligerents was to allow a substantial war zone in the neighbourhood of Kiauchow. This she did, the nature of the country making it possible for them to do so without any sacrifice to the Chinese. It was an eminently practical step, for though the zone area may seem of large dimension, it may not be found too large if a bombardment and attack of Kiauchow takes place. President Yuan is to be congratulated on the manner in which he conducted a difficult diplomatic situation at a time when he had good reason to be worried over other matters more immediately affecting the great country which he represents. It was well-known that he had good grounds for believing that on the outbreak of a European war a continuation of the loans might be jeopardised, and that, in consequence, restlessness, with its attendant evils, might set in among the troops. Happily, President Yuan has proved himself able to cope with that eventuality by issuing National Bonds and, better still, by succeeding in inspiring sufficient confidence among his countrymen regarding them that they have taken up the stock in large amounts.

Daily Press.

German Trade Suffers.

In many other ways the exaction of Germany's overseas commerce must in time make its effects felt upon the armies in the field. The Allies therefore need be in no hurry to invade Germany. So long as they keep the control of the sea and are able to effectively blockade the coasts of the enemy, and so long as the German army can be held in check, if not driven back, by the Allied Armies, it is plain that there can be but one outcome of the war—and that is, sooner or later, the capitulation of Germany. For many days now strenuous fighting has been in progress more or less along the whole line, and the daily reports go to show that the Allies are making steady though slow progress against the enemy, thus giving point to the words of Field-Marshal Sir John French that the Allies have only to hold tenaciously the ground they have won a short time longer before they are again in full pursuit of a beaten enemy. From what is known of the plans in progress for strengthening the Allied Forces, especially on the British side, there is good reason to anticipate that Germany's economic exhaustion will not be the only deciding factor in the war, but that it will be associated with the eventual military success of the Allies against the enormous forces Germany has put into the field with so much assurance of victory.

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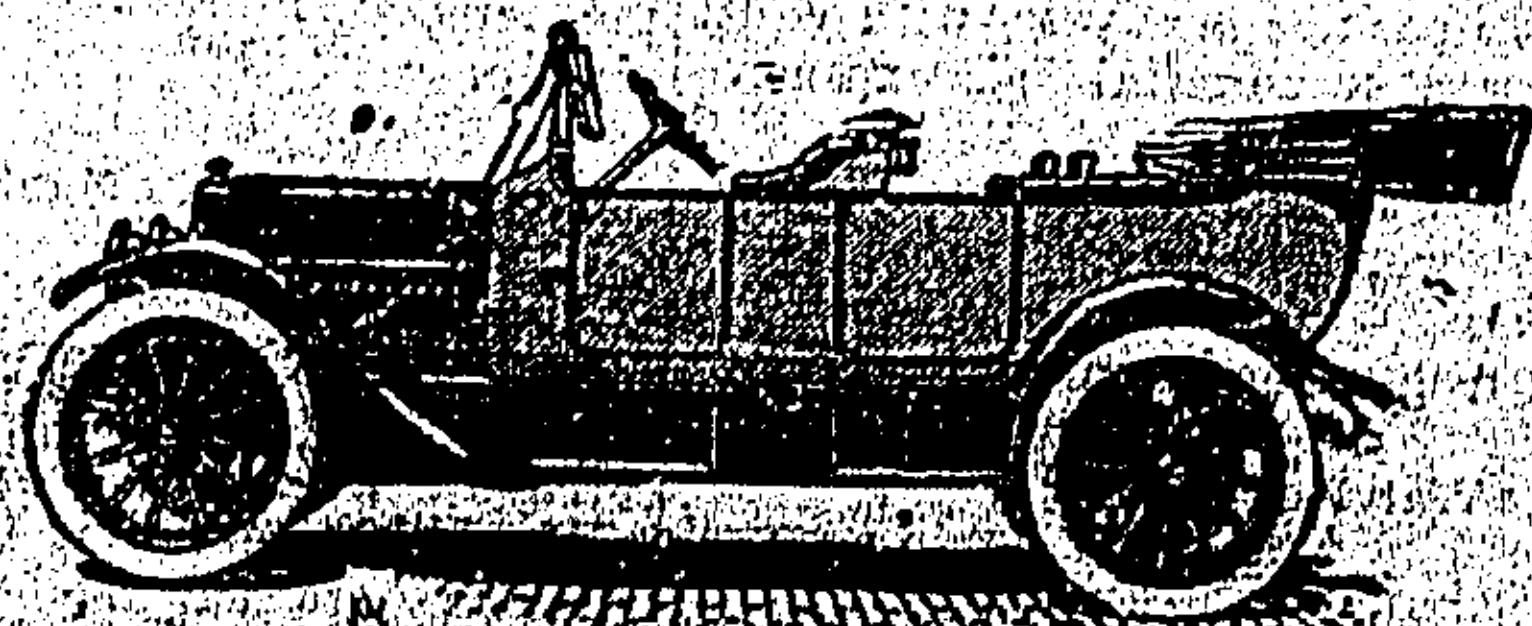
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GENERAL NEWS.

Shanghai Races.
We (N. C. Daily News) are informed that at a meeting of the Stewards of the Shanghai Race Club, held at the Club it was decided to issue the following notice:—In consequence of the uncertainty which prevails among a portion of the community as to whether the Autumn Race Meeting will be held, the Stewards have decided that the races will duly take place on the advertised dates, namely November 9, 10 and 11, 1914. In forming this decision the Stewards are influenced by the fact that racing is being carried on in British Dominions and Colonies, and they propose to follow the example set by the Royal Calcutta Turf Club and intend to suggest to the members that a percentage of the net profits earned from the pari-mutuel and members' sweeps be devoted to one of the war funds in Shanghai to alleviate local distress caused by the war.

Victoriano Huerta.
At any other time, General Huerta's visit to England, which has passed almost unnoticed, would have aroused great interest. He has so generally been represented as a more or less undevoted swashbuckler, that it will probably surprise most people to learn that as a young man he not only drew up plans for organising a general strike in Mexico, and had his plans accepted and carried out, but after joining the staff did most useful work as the head of the topographical department. History will very probably not endorse the verdict of the United States Government that he was the virtual murderer of Madero and in any event his record is considerably better than that of Villa, who appears to be the choice of the American people for the Mexican presidency. Victoriano Huerta has certainly proved himself a capable administrator—his organisation of Mexican finances during the eighteen months of his presidency was really remarkable—and possibly will see him in a different light from that in which he has been represented by imaginative American journalists.

Prize Money.
The capture of the enemy's ships means prize-money for our seamen, but it is hardly likely that any individual vessel will yield so rich a reward as did the Spanish *Hermione*, captured by the *Active* and the *Favourite* in 1702. The Vice Admiral of the British squadron received £24,903, the captain of the *Active* £65,033, three commissioned officers got £13,000 each, eight warrant officers over £1,000 each, twenty petty officers £2,000 apiece, and each of 150 sailors and marines the sum of £435. The officers and crew of the *Favourite* were similarly treated, the prize money awarded totalling half a million sterling.

An Alsatian's Election.
A. Arnold, a German subject of French nationality, employed in the Standard Mills, was last month charged before the Fourth Presidency Magistrate, Bombay. The prosecution alleged that accused on being apprised of the French success in Alsace indulged freely in drink, then got into a motor-car and drove so negligently that the car went on the footpath, knocking down twelve persons, including seven children, three women and two men. The car then struck against a wall and stopped. One of the injured died in hospital. Accused was released on bail of Rs. 10,000 cash and personal recognisance of a like amount.

Mounted Bandits in Manchuria.
The Mounted Bandits, who have so much terrorized the various localities in Manchuria, are said to have been very active lately. The Government has further learned that the bandits have been tampered with by the rebels, who from time to time try to incite them to plan a great uprising. On Saturday the President discussed with the Secretary of State the plan of carrying out a wholesale suppression of the outlaws so as to save the various places in Manchuria from being frequently infested by the bandits.—*Peking Gazette*.

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NOTICE

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MOUTRIE'S.

LONDON IN WAR TIME.

Any former habitue of the West End returning to London on August 11 after a prolonged absence might well have rubbed his eyes and asked himself if it was not June and the middle of the season rather than August and war-time. As a rule during this holiday month most of the big houses are shut up, the principal shops are deserted, and by far the greater number of people about are foreign visitors of the "cheap excursion" class.

In Full Swing.
To day most of the aristocracy and the plutocracy are in town at their post on business, and not on pleasure bent; every man and woman among them engaged in active services for their country in one direction or another. Then the shopping centres and the parks are simply thronged with well-dressed Americans who have found refuge here, mainly "stranded" but cheerfully engaged in replacing their belongings lost during their uncomfortable flight from the Continent, and thoroughly enjoying their involuntary visit to London. To be sure there is less motor traffic than usual in the streets, on account of the great number of vehicles that have been requisitioned by the War Office, and this fact, with the number of troops about, and the crowds of men of all classes patiently waiting their turn at the recruiting stations are the only indications that we are at war.

Trade Steady.
So far as trade and all other resources are concerned, the war could not have come at a more advantageous moment for us, between the great trading seasons, when the autumn stock of manufactured goods is ready, and when one of the best harvests of recent years is not only ripe, but largely reaped and garnered. In the ordinary course August is always practically a "dead" month in business, with little or nothing doing either in shops, workrooms, or factories, and most people holiday-making everywhere. There are few holiday-makers at the moment, but from every large business house considerable numbers of the male staff are on service with the colours as Reservists and Territorials. Yet there is no dislocation of trade; on the contrary, in most quarters more business is being done than was ever before known in August, chiefly in supplying outfits for the troops, the ambulance services, and for the Americans, many of whom arrived with just the clothes they were wearing, and not so much as a suit-case by way of luggage.

Clothes for the Wounded.
The chief run is on service blankets, and equipments generally, also on flannel, pyjama-cashmere and shirtings generally for the garments needed by the Ambulance Service, but all the leading shops are fully prepared to meet the demand, and large consignments of fresh goods are already available. Ladies who are supplying these garments, and who are not themselves good needlewomen, will be wise and right to place orders

DISASTER IN THE
BAY OF BENGAL

The following private telegram was received in Shanghai on the 17th inst. from an authoritative source in Calcutta: "I believe that the steamers *Diplomat*, *Kellin*, *Trabnoch*, *Indus* and *Loval* have been sunk by a German cruiser in the Bay of Bengal."

It is difficult to understand how, seven weeks after the opening of hostilities, a German cruiser is able to operate in the Bay of Bengal. At the date of the declaration of war a German man-of-war was said to be cruising in the Straits of Malacca. If the report of the sinking of the five British ships is true, the question may be asked: What neutral Power has shielded this vessel and provided her with fuel and provisions during the past seven weeks?

The *Diplomat* is a steamer of 4,873 tons net register, built at Glasgow in 1912 by O. Connell & Co., Ltd., and owned by Messrs. J. & T. Harrison, of Liverpool. She left Liverpool for Calcutta on July 29.

The *Kellin* is a steel screw steamer of 2,257 tons net register, built by O. Connell & Co., Ltd., at Glasgow, in 1908. She arrived at Aden from Bombay on August 3. The *Trabnoch*, built at Dumbarton in 1910 by Messrs. A. MacMillan & Sons, is of 2,536 tons net register and is owned by the Kyle Transport Co., Ltd., of Liverpool. She has recently been trading in the East Indies.

The str. *Indus*, 2,103 tons net register, was built by O. Connell & Co., Ltd., and is owned by James Nourse, Ltd., London. She left Demarara for Calcutta via the Cape, on June 25, and passed Cape Agulhas on July 18. The str. *Loval*, of 3,901 tons net register, was built by Russell & Co., at Port Glasgow, in 1911 and is owned by Messrs. J. Warlock & Co., of Leith. She left Bombay for Calcutta on July 15.

at once for the garments to be made, for not only will the work be done far better and more expeditiously than they could do it themselves, but it provides employment for many poor women who depend on their earnings and need them more than ever now.

All large firms, and the great departmental stores, are paying half wages to the wives of married members of their staff who are serving as Reservists and Territorials. Also the men who remain at business are drilling every night, and the women and girls attending daily ambulance and first aid classes, held on the premises, in order to be ready, if necessary, to supply the place of trained nurses who may be called from the London hospitals for service in the field. The delivery of goods has had to be curtailed in most of the big establishments, as so many horses and motors have been requisitioned by the War Office, but customers are, of course, ready and willing to take all small and medium-sized parcels with them, so that only bulky and heavy goods need be sent.

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UP TILL DEC. 15th, 1914.

AH FONG
PHOTOGRAPHER, 31, QUEEN'S ROAD.

athletic grounds and club house this time of year, and every effort at Barnes at the disposal of the War Office, together with the services of a number of trained nurses from their staff who have volunteered for the purpose. On all sides is evinced the quiet, steady determination to make days for economy, but the up to the famous naval maxim right way to economise is in "carry on" as usual, to the benefit of everyone concerned. At present there is more employment for workers than is usual at this time of year, and every effort will be made to continue this. It will be a comparatively easy matter if the well-to-do public will co-operate by placing as many orders as possible and making prompt payments. These quiet, steady determination to make days for economy, but the up to the famous naval maxim right way to economise is in "carry on" as usual, to the benefit of everyone concerned. At present there is more employment for workers than is usual at this time of year, and every effort will be made to continue this. It will be a comparatively easy matter if the well-to-do public will co-operate by placing as many orders as possible and making prompt payments. These

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, SATURDAY, SEPTEMBER 26, 1914.

THE BOY SCOUTS.

H. E. Major-General Kelly has done a graceful thing in extending his patronage to the Hongkong Boy Scouts. The movement in this Colony is still comparatively new, and notwithstanding the fact that the local Chief Scout and Scoutmasters have worked wonders with material probably less good than they would find in England, it was highly desirable that it should have the G.O.C.'s authoritative backing. If the Scout idea is a good one at home it is even a better here in Hongkong, where the minds and bodies of boys develop more quickly than in a temperate climate, and where, consequently, discipline of a healthy, rational sort is highly necessary for growing lads.

Those who have read Sir R. Baden Powell's book on Scouting will see that the Chief Scout's prevailing idea is not to make boys into men before their time but to keep them boys, in the highest sense of the word—wholesome, straight, clean, modest, strong, and in every respect useful. This, undoubtedly, he has succeeded in doing with a good many thousands of lads, for his is a personality that can impress itself even on those who have never seen him; an influence which can, as it were, be passed on at second-hand and yet lose nothing in the passing. To the boy whose tendencies were naturally either vicious or dandy-pamper, the Scout idea has come as an absolute god-send; and General Baden Powell should be one of the proudest men in England to-day when he reflects on what he has done for the boyhood and future mankind, not only of the Empire but of the world.

A fact in connection with the Chief Scout's plan that is sometimes lost sight of is that it is one which not only appeals to every class of boy but which appeals to certain boys whom no other organisation would ever have succeeded in reaching. Some boys are moved by sport, others by study, or by religion or by hobbies; but none of these things recommend themselves universally, for numbers of boys are born without the religious instinct, or are coldly indifferent to sport or hobbies, and still more so to lessons. Then what disciplinary factor could one hope to see come into their lives, apart from force from outside? This, roughly speaking, is the problem with which the founder of the Scouts was faced; and he solved it by realising that every boy, however deficient in other respects, has at least some craving after Adventure. Now that same craving has brought many an unfortunate youth into trouble, as one sees from the police reports in the Home papers from time to time; because it was not regulated and given a right direction. From the search for adventure to mischief is but half a step, and that from mischief to crime is all too short. One may say, therefore, that it was nothing short of an inspiration—this idea of converting such a dangerous instinct into a means of good. Every boy, good or bad, wants to "play at soldiers," wants to "sleep out," to climb hills, penetrate woods and so forth. Here then is his chance to do all these and a hundred other things, and at the same time to learn life's hardest lesson—obedience—in a more pleasant manner than was the lot of boys twenty years ago. With all this in view one may well wish every success to the Scouts throughout the world, including those of Hongkong.

Thoughtless.

Had a quaint incident, in a journey out to the East by Siberia, is related in the Car by Mr. Barrie Russell. He says that, on a Sunday morning, an English Bishop came round the carriages and said that there would be an English service in the dining-car. There were sixty-four passengers on the train, only ten were British, and only six of the ten attended the service. They sat at the time when the majority of passengers wanted to come to breakfast. "The head waiter gave his consent very reluctantly, as was natural, and at 9.30 a.m. I saw two Chinese gentlemen, one Japanese, one Dane, one German and two Englishmen (educated), gazing through the glass doors with dismay at the six Britons, who having had their breakfast, were sitting for those at sea with much gusto, thoroughly indifferent to the murderous looks from the faces of a corridorful of starving passengers of many nationalities." The British are a thoughtless people at times. War and Trade.

War almost invariably brings in its train great dislocation of business and a large measure of unemployment. In the present crisis, however, one is struck by the healthy look which trade wears at home, the more so when consideration is given to the fact that this is the greatest war in history. We are, indeed, told that business activity in London is greater than usual at the time of the year, and the difficulty appears to be to cope with the demands since so many of the young men of the nation have been called up for service. Side by side with this fact is the other that the public is showing commendable patience at any delays which occur, and it appears to be a common sight nowadays in the Metropolis to see shoppers carrying away their own purchases rather than require the business houses to carry out their usual practice of sending the parcels to the residences of purchasers. All United.

The generosity of the big firms, too, in making up to wives the balance between the pay of employees and the amounts they receive for military service has been most marked. Another instance along the same lines can be found in the colliery districts in Nottinghamshire, where the Companies are drawing up a scale in regard to rental. By this scheme it is proposed that in cases where men are on short time as a consequence of the war and are ordinarily not earning eighteen shillings a week, they will not be asked to pay any rent, while full rent will not be demanded unless a man is earning thirty-five shillings weekly. The men are doing their part too, for to a local relief fund the colliers are proposing to give a penny a day and the boys a halfpenny out of their earnings. These facts all tend to show the glorious unity of the nation at a time of great crisis.

Sword and Gown.

One side-issue of the war which we have not yet seen commented on is the fact that numbers of French priests and even bishops, stationed out here in the East have been called upon to relinquish their ordinary pursuits and tie them to the seat of war, because they happen to be reservists. The psychological side of a position like this is intensely interesting. One would like to hear the impressions of some of these clerics who have been thus snatched from their peaceful life and not only plunged into the midst of the fighting but—what counts far more—forced to live for a while among surroundings that may be quite tragically uncongenial. At the time of the Boer war, when the Reserves were called out, one of their number was an Irish monk, a member of one of the strictest orders—the Carmelites. In camp he was taciturn though always kindly; did not smoke, did not drink, or join in any mild festivities. Nevertheless his meekness and self-control were rarely seen his equal for daring. When the regiment was sent home he returned to his monastery and took up his old life, again just where he had broken it off with apparently no difficulty at all.

DAY BY DAY.

BASE ENVY WITHERS AT ANOTHER'S JOY, AND HATES THAT EXCELLENCE IT CANNOT REACH.

The Weather.
Lower level 8 a.m. Temp. 70; rain.

At the Peak 8 a.m. Temp. 69; rain.

The Mails.
French Mail—Due per s.s. Hongkong to-day.
Canadian Mail—Closed per s.s. Nikko to-day at 11 a.m.

Count the Columns.
Yesterday the Telegraph published 35 columns of solid reading matter. To-day there will be 40 published.

The Dollar.
The rate of the dollar on demand to-day is 1s. 9.11.10d.

Land Sale.
Inland Lot 2037, the upset price of which is \$1,632, is to be sold by auction at the P.W.D. Offices on Monday afternoon.

Auction.
On Monday Mr. G. P. Lammert is selling by auction at 5, Cameron Villas, the Peak, a quantity of household furniture.

September Settlement.
The September settlement, with the exception of transactions in shares bought or sold from Shanghai, takes place on Monday.

Who Stole the Pig?
A pig dealer of 4, Argy's Street, Yaumatei, reports that some person stole from his pigsty at Mong Kok-tai a black pig valued \$20.

The Confidence Trick.
A Chinese woman residing at 487, Queen's Road West has reported to the police that three "confidence tricksters," have relieved her of gold finger-rings valued \$23.

"H.P.'s" Representative.
Mr. Wallace Farley, the representative of Messrs. Huntley and Palmer, biscuit manufacturers, is at present in the Colony, and is staying at the Hongkong Hotel.

Fell off the Car.
A Chinese, unknown, about 20 years of age, is at present in the hospital suffering from injuries caused by falling when alighting from a tramcar whilst in motion in Des Voeux Road, yesterday. He was unconscious when picked up.

Failed to Appear.
Wilson Norval, who was arrested at 1 a.m. to-day, on a charge of behaving in a disorderly manner in Wyndham Street, failed to answer to his name when the case was called on this morning, before Mr. C.D. Melbourne. His bail of \$25 was estreated.

Formosan Coal for Hongkong.
The Marnick reports that in pursuance of a scheme for the supply of Hongkong with Formosan coal, 500 tons were recently shipped as a sample. This has been followed by an order for 2,500 tons. This is the first time an order for so large a quantity of Formosan coal has been received from Hongkong.

Woman in Possession of Arms.
A Portuguese woman who appeared at the Police Court, before Mr. C.D. Melbourne, was charged with having in her possession a sword and fifty rounds of revolver ammunition. The defendant, who explained that she kept the weapons in America to deal with thieves, was fined \$10 and advised that if she wanted the sword back she would have to apply to the Captain Superintendent of Police.

H.M.S. Kent.
According to information sent by the First Lord of the Admiralty to the Association of the Men of Kent and Kentish Men, his Majesty's cruiser Kent, which is at present in the yard hands undergoing an extensive repair, will be put into commission again on October 2. The Kent, which is described by the First Lord "as having done much good service all over the world," returned to England in the autumn of last year from the Far East, and was paid off at Portsmouth Dockyard for a refit, estimated to cost £21,933.

NOTES ON THE CRISIS.

THE PAST WEEK'S WORK.

Every Reason for Quiet Satisfaction.

"It has been an unsatisfactory week," said some one to us yesterday, and there are probably others who are of opinion that the results of the operations on land and sea, during the past seven days or so, are unpleasant. But it is impossible, in a war of such magnitude, to judge the work of any one week at the end of that week because the results of that work will not be seen or felt for a week or two to come. Three weeks ago, for instance, the Allied troops were losing ground. They commenced the fighting in Belgium and, not many days after, were within striking distance of Paris. Judged on the face of it that week of retirement was most unsatisfactory, but it proved in the end to be part of a deep-laid and well-laid plan of campaign. When the appointed moment came the Allies ceased to retire, steadied themselves for a forward thrust, and, with almost miraculous suddenness, were driving the enemy before them.

Steady Progress.
We do not say that the same is happening now; but we do say that, in exactly the same way as we can now appreciate to the full the results of the retirement, so, a week or two hence, we shall be in a much better position to judge of the effects of the present week's fighting. But even judged on the face of it we are far from admitting that the week has been an unsatisfactory one. On land, for instance, the Allies have attacked a position of tremendous strength and have made steady progress. In not a single place, along the great battle front, has ground been given away, though the enemy has made repeated attacks of the most desperate character. Is not that good enough to be going on with? Against a defensive position of such strength—and the public has been told time and again that the position chosen by the Germans for this stand was one of great value to the defenders—we cannot expect the enemy to be driven back thirty-seven miles in four days. That will come later, when he has been moved from his present quarters.

Victory Coming.
In any event, so long as Sir John French is satisfied with the position of affairs and actually goes the length of suggesting that victory is coming our way, so long the public can rest satisfied that affairs are going along quite satisfactorily. It must never be forgotten that, from the enemy's point of view, the campaign has proved a most disastrous one. He began as the attacking party. His purpose was to sweep in on Paris, and he hoped to be able to do it in quick time. From the first moment of the war matters have gone badly with him. Belgium upset the German calculations in the first place, and the plans of the Allies were so carefully arranged as to complete the immediate discomfiture of the enemy who had hoped long before now to be in Paris.

Other Points.
Let it be remembered, too, that our mercantile fleet is still intact and that that of Germany has ceased to exist for the time being. That cannot fail to have a strong effect not only on the fighting spirit of the troops, but also upon their fighting strength as individuals. The point is that, while the Allies can keep on feeding their troops, Germany is bound to feel a shortage of food in time. The Allies have only to hold on and Germany will be taken through starvation before many months are over. Look at the situation how you may, there is no reason for grumbling and many reasons for feeling abundantly satisfied. To be sure, there have been losses at sea during the past week, but these things are part of the game. Germany has lost many more mercantile ships than we have, and she has lost more vessels of

1889.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Sept. 26, 1889.

The Dollar.
The rate of the dollar on demand, on September 26, 1889, was 3/0 3/4.

Cricket Club.
September 20.—The Cricket Ground is now open for practice at the main game, and also for lawn tennis. The Club will commence their season to-morrow. The team which is going to Shanghai will play the "Stay-at-home" next week, and a match, Duffers v. Forbels, will be played at a later date.

The Masonic Club.
September 21.—The Masonic Club, which, a few weeks ago, gave promise of very shortly being snuffed out of existence, owing to financial shortcomings caused by internal dissensions amongst some of the members, is now, we are pleased to learn, paying handsomely.

The Governor's Return.
September 23.—His Excellency the Governor, Sir William Des Voeux, returned from his month's holiday to-day by the Ancona. The usual salute notified his approach, and he was welcomed at the wharf by Mr. Stewart, who has been seeing to the governing business while H.E. was away. Mr. Chater, Mr. Keswick, Mr. Wong shing, and one or two others. He said he was better for his trip and ready to handle the "reins of office" again.

Nuisances.
September 23.—There are two nuisances within a stone's throw of the Clock Tower which both call for the interference of the police. We mean the ricksha nuisance, for one. There is a crowd of nomadic go-betweens—creatures without an office, or a come-from-a-go-to—nothing but a ricksha; and they have the case-hardened front to leave their rickshas lying the road on each side, three deep, while they go off on alleged business. What we want to know is—who in thunder are these critters, that toil not any more than they spin, that they should blockade the best part of our principal thoroughfare? And we beg to recommend that four of the biggest and rawest and most anti-Semitic policemen in the force be told off with shot-guns to stop the nuisance.

"The second nuisance is only a trifle, but it is annoying. There is some hopelessly insane thick-head at the post office who has a taste for gardening, and heempties a few buckets of water on a row of dusty plants, right over the two entrances to the stamp department, about ten o'clock every morning. And he always does it when people are going underneath, that the bye-wash shall not be wasted. He is too high up to reach with a club, but we are laying for him with our Winchester."

Gamblers' Tricks.
September 20.—In dealing with gambling cases, our magistrates seem to overlook one very important circumstance which frequently transpires. To-day, for instance, four private chair-coolies were charged with keeping a gambling house in Cochrane Street. Detective Sergeant Haddon raided the place last night and found a lot of coolies, in all sorts of gorgeous uniforms, playing p-o-t-a. To evade arrest they threw over the lamp, setting the floor on fire and endangering the whole locality. Yet Mr. Wodehouse only sentenced the prisoners to six weeks' imprisonment each. Arson is cheap.

Even though we lose ship for ship in naval engagements we shall be winning. If we sink one German ship for every one of ours she sinks, (and we have done more) we become relatively stronger with each engagement. The reader can work this out for himself and he will see the truth of it.

1889.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for Sept. 26, 1889.

Hongkong and Shanghai Bank.—181 per cent. premium, buyers.
Union Insurance Society of Canton.—\$100 per share, buyers.
China Traders Insurance Company.—\$80 per share.
North China Insurance.—Tls. 3.30 per share, buyers.
Canton Insurance Company, Ltd.—\$135 per share.
Yangtze Insurance Association.—Tls. 100 per share.
Hongkong Fire Insurance Company.—\$332 1/2 per share, sellers.
China Fire Insurance Company.—84 1/2 per share.
Hongkong and Whampoa Dock Company.—7 per cent. premium, sellers.
Hongkong, Canton and Macao Steamboat Company.—\$39 per share, sellers.
China and Manila Steamship Company.—\$125 per share, sellers.
Hongkong Gas Company.—\$135 per share, sellers.
Hongkong Hotel Company.—\$210 per share, sellers.
Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.
Indo-China S.N. Company.—15 per cent. dis., sellers.
Douglas Steamship Company.—\$72 per share, sellers.
China Sugar Refining Company, Ltd.—\$245 per share, sellers.
Luzon Sugar Refining Company, Ltd.—\$85 per share, sellers.
Hongkong Ice Company.—\$111 per share, buyers.
Hongkong Rope Manufacturing Company, Ltd.—\$150 per share, nominal.
Hongkong and Kowloon Wharf and Godown Company.—\$162 per share, buyers.
Hongkong Dairy Farm Co.—\$14 per share, sellers.
A. S. Watson and Co., Ltd.—\$21 per share, sellers.
Hongkong High Level Tramway Co., Ltd.—210 per cent. prem., sellers.
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Green Island Cement Co. (old issue)—\$45 per share, buyers.
Green Island Cement Co. (new issue)—\$84 per share, nominal.
Hongkong Land Investment Co., Ltd.—\$125 per share.
Hongkong Electric Co., Ltd.—\$6 per share, buyers.
West Point Buildings Co., Ltd.—\$50 per share, sellers.

THE LANGKAT OUTPUT.

The Langkat output for the period from September 1 to 20, according to the information furnished by the Company to the Shanghai papers:—

September	Tons
1	327
2	298
3	218
4	304
5	223
6	198
7	227
8	238
9	315
10	315
11	305
12	234
13	314
14	316
15	239
16	311
17	204
18	310
19	311
20	322

Total tons, 5,035.

Americans Arrested in Paris.
Paris, August 10.—Some Americans have suffered arrest, owing to not being in possession of official permission to remain in Paris. Among them was Miss Elizabeth Peabody, believed to be from Boston, Mass., who was taken into custody while she was casually roaming around the fortifications. As she had no documents on her to prove her identity she was kept in a cell for a short time, but was then released upon promising to go immediately to the Commissary of Police and obtain a permit.

TSINGTAU NEWS.

A Seaplane Over the Port.

Tokyo, Sept. 18.
It is officially stated that the following despatch has been received from Vice-Admiral Kato, commanding the Second Squadron:

On September 16 "we reconnoitred by seaplane over Kiauchau Bay and dropped bombs on the ships in the harbour, the wireless station and the electric power station. One bomb was seen to strike a large ship, from which smoke curled up."

The Strain on Tsingtau.

Tsinaifu, Sept. 18.
We hear from one who has recently left Tsingtau that the inhabitants are night and day in great alarm, not able to sleep in fact owing to the strain of suspense waiting for the Japanese to appear and the siege to begin. "When it does begin," says the same authority, "it will not last more than twelve days," and then the surrender will take place. There is apparently very little heart for the defence, which is felt to be absolutely hopeless. One small garrison cannot possibly hold out against a nation, and relief is impossible.

In Tsinaifu placards in Chinese are posted up announcing the victories of the German armies in Europe. Who is responsible for these placards does not appear, but as nobody seems to heed them much, they do not affect the situation.

Floods are reported in various places. The rail between Kiauchau and Tsingtau was washed away for about twenty li, causing complete cessation of traffic. In Weishan in the suburbs the lower parts are under water, causing great distress, and in the compound and near the gate of the Presbyterian Mission premises immense damage has been done, estimated at about Mex. \$10,000 and repairing will take a long time.—N. C. Daily News.

The War Zone in Shantung.

Peking, Sept. 21.
In reply to Germany's last Note the Chinese Government has forwarded a Note to the German Charge d'Affaires again explaining that their situation is not like that of other neutral countries, inasmuch as in her territory a belligerent has a stronghold which it is impossible for the enemy to attack unless the neutrality of China is broken.

China also points out that the situation is similar to that which arose in the Russo-Japanese War, when the Japanese found it necessary to attack Port Arthur. At that time China had not notified either belligerent that she intended to extend the war zone. Neither Power protested, nor did Russia make any claim for damages at the end of the war, although she suffered great losses, thus demonstrating that China was in a different situation to other neutral countries.

Regardless of the consequences which must arise out of the situation in Shantung, the Chinese Government, as heretofore declared, cannot hold itself responsible, and expresses the hope that the Charge d'Affaires will send the various Notes to his Government.—N. C. Daily News.

Washed Away.

It is reported that a good number of the mines laid by the German troops around Kiauchau and Tsingtau have been washed away by the heavy rains now prevailing in that part of the province, some of them going off in tremendous explosions, heard many miles away.

The Advance on Tsingtau.

Chefoo, Sept. 12.
The Japanese are rapidly landing troops at Lungkow by means of fresh transports and are making a rapid advance in spite of the difficulties they have to contend with, owing to the bad condition of the roads. The country is flooded, the rivers and roads being impassable.

The Japanese troops are already near Pingta and Laiyang. The sphere of action is at Huang-shankuan, West of Laichowfu and south of Tsingtau. The Japanese have assumed complete control in this area.

The Chinese are offering no obstacle whatever. The report to the effect that the Chinese have attempted to prevent a Japanese landing is entirely without

NO LICENCE.

Chinese News-vendor Fined.

A Chinese was charged this morning, before Mr. C. D. Melbourne, with selling papers without having a hawk's licence. An Indian Police Sergeant gave evidence to the effect that the defendant was selling Chinese newspapers, to the annoyance of foot-passengers. After he had been bailed out, he resumed as though nothing had happened. There were twenty-five newspapers found on him and three dollars in money. His Worship informed the defendant that he must get a licence, and fined him two dollars.

ALLEGED ARMED ROBBERY.

This morning, at the Police Court, before Mr. J. R. Wood, four Chinese were charged with being concerned in an armed robbery at In Tau village, Kowloon.

It is alleged that the prisoners attacked a house in the village on September 15, and the wife of the occupier, while trying to keep the door closed by putting her back to it, was stabbed twice. The first defendant was also charged with having in his possession a revolver, without the permission of the Captain Superintendent of Police.

Inspector Sim said that property, amounting to \$166.10, was stolen and the dagger was now in the possession of the Government Analyst.

In response to a query by his Worship as to when he would be able to go on, the Inspector said that he would like a remand for about three days. There was a prisoner in custody on a similar charge, and it was anticipated that he would give evidence for the police.

The prisoners were remanded until next Thursday afternoon.

Manila Scholars' Eyes to be Examined.

The Philippine director of health has reported to the Manila municipal board the existence in the city schools of a large number of cases of defective eyesight among the pupils. In reply to the communication containing the report the board requested the director of health to have his medical inspectors examine all the children attending the various schools and furnish a list of those suffering from eye troubles to the principals of the schools they attend. The city superintendent of schools was also requested to instruct school principals to accordingly advise the parents or guardians of the children found with defective eyesight upon receipt of the list furnished by the medical inspectors.—Callen-wis.

foundation. The Tacti has ordered each village in the Wongsien section to provide two carts for the transport of private families.

All along the line of march the crops have been cut down and are strewn on the roads. This has been done to facilitate the Japanese advance. Chinese coolies are being enlisted by the Japanese to facilitate their progress.

The Japanese are well equipped and are marching with very heavy kit. They have ample means of transport in the form of horses and mules. The field artillery are well furnished with horses. The men look fit and are marching in excellent order.

Up to the time of sailing, our correspondent had seen no siege guns. The country south of Pingta is flooded to such an extent that it is impassable. In consequence of this there is no possibility of any activities occurring for a fortnight at least, and it is very probable that the delay may extend to a month.

The Japanese are in possession of maps, accurately compiled, and have a perfect knowledge of the whole locality. There is every indication that the Japanese are forming an extensive line of attack. At the Japanese headquarters at Lungkow there is a considerable quantity of coal and foodstuffs.—P. and T. Times.

WAR ITEMS.

Newfoundland's Offer.

Ottawa, August 11.
Newfoundland has increased the naval and military forces, and offered 500 men for overseas duty.—New Zealand Herald.

Steamer's Rich Cargo.

London, August 10.
Advice has been received that a British cruiser captured the Hamburg-South American Company's steamer 'Cap Ortegai,' a vessel of 7,818 tons.

Her cargo included \$1,000,000 in specie.

The prize is presumed to have been secured in Brazilian waters:—New Zealand Herald.

Government's Ambition.

Wellington, Aug. 11.
Speaking at the Town Hall tonight, the Prime Minister said that it was one of the ambitions of the Government that New Zealand should be the first of the British overseas dominions to despatch a force to the assistance of the British Empire. "We have," he added, "between 1200 and 1300 men on foot in the Wellington Harbour to-night. I cannot say when they will go, but I believe that New Zealand will be the first to get troops away."—New Zealand Herald.

Funds for New Zealand Troops. The Finance Committee of the Citizens' Patriotic Fund met on August 11, when the Mayor of Auckland was authorised to increase the contribution to the Government for the equipment of the troops leaving New Zealand to \$5,000.

The directors of the South British Insurance Company have decided that all members of its staff going on military duty shall be paid half salary for six months (when the position will be reconsidered), and that their appointments in the company will be kept open for them. The benefits under the staff's provident fund will also attach. They also decided that the company should donate \$1,000 to the Patriotic Fund.

Auckland Civil servants have agreed to donate one day's pay from their August salary to the fund, pending the drawing up of a scheme by the Executive Council for regular contributions. At a meeting held on Aug. 11, the Civil servants decided to place their association at the disposal of the committee of the National Reserve Division for the purpose of enrolling members.

At a meeting of the city and suburban police force on Aug. 11, the sum of about \$100 was subscribed towards the Patriotic Fund. This sum will be considerably augmented by subscriptions from country members of the force.

The amount so far received by the Citizens' Committee reaches a total of about \$10,000.—New Zealand Herald.

Great Wave of Loyalty.

Wellington, Aug. 11.
The spirit of self-sacrifice exhibited by many parents in connection with the organisation of the expeditionary force was referred to by the Prime Minister in his speech at a public meeting at the Town Hall this evening.

During the last few days, he said, he had received many letters—pathetic letters many of them—from mothers entreating that their sons, who in some cases were only sons, might be given a chance of going to the front in order to show their loyalty to the Empire. (Cheers.) Letters had also been received by the Defence Minister and himself from fathers making a similar plea in regard to their sons.

In an allusion to the native race, Mr. Massey said that scores of offers for service had been received from the Maoris. (Cheers.) He was sorry that up to the present the Maoris had been disappointed in not being allowed to go to the front. The Maoris had offered to provide a force of five, ten, or if required fifteen thousand men to give whatever assistance they could in the service of their country. He hoped that they would yet have an opportunity of showing what they were made of, because the Maori was nothing if not a good fighter. (Applause.)—New Zealand Herald.

Another Bluff.

The following is the German official account of the operations around Liege:—

DAIRY FARM NEWS.
NOTICE.

We beg to notify our customers that on and after 14th inst: our amended prices (as approved by the Food Committee) will come into force. All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd.

SEPTEMBER, 1914.

Berlin, August 7.

On Wednesday the German advance guards penetrated along the entire Belgian frontier. A small detachment tied a coup de main with great boldness on Liege. Some cavalry entered Liege, with the object of seizing the Commander of the Forces, who only saved himself by flight. The attack on the fortress itself, the fortifications of which are modern, was unsuccessful. Our troops are before the fortress in contact with the enemy. The whole hostile foreign Press will naturally characterise this enterprise, which cannot have the slightest influence on the larger operations, as defeat. It is, however, but a unique act of heroism in the history of war and a sign of the heroic gallantry of our troops.—Reuter.

Corpses Five Feet Deep.

Brussels, August 7.
An engineer-lieutenant, who has just arrived here from Liege states that the fire of the Belgian artillery was very effective, and that but few shells missed their mark. The German artillerymen, he added, showed indecision before taking up any position, and if a shrapnel shell exploded above them, they would retreat to another position.

The trenches around Liege are literally filled with German bodies; in some places the corpses lie four and five feet deep.—Reuter.

The Kaiser's Vaunted Threat. According to a Teinman message to the Manchuria Daily News, dated the 2nd, the Kaiser sent a message to Capt. zur See Meyer Waldeck (Governor of Kiauchau) on Monday, Aug. 31st, desiring him to hold Tsingtau, with all his might, at least for half a year, on pains of being doomed to a similar fate as that which befell General Stoessel. His Majesty gave it to be distinctly understood that his sense of pride would be much more severely injured to lose Tsingtau than to lay Berlin at the Russian feet.

A "Spy" Story.

The Yordzu gives publicity to an extraordinary story. It is to the effect that Inspector Mayeda, of the Metropolitan Police, and an officer of gendarmes proceeded to the residence of a certain army captain on reserve living in Kita Toshima district, Tokyo, on Aug. 5, 3.30 a.m. and for two hours conducted a strict, domiciliary search. After seizing important documentary evidence, they proceeded in the direction of Aoyama.

The Captain was formerly an Adjutant of a certain Division, and in July last, when he was transferred to an insignificant post, he resigned in disgust on the plea of illness.

Through the introduction of a certain person, he later secured employment in a German firm, which post he still holds. He is said to have been on familiar terms with the Military Attache of the German Embassy.

Rounding up the Spies. The following is from the Fall Mal Gazette of August 7:—

The Central News says:—About twenty men were brought out of a well-known West End hotel handcuffed this morning, and were taken to Vine-street police station. It is supposed that they will be charged under the Official Secrets Act.

The City police, says another message, have arrested another German on suspicion of espionage and seized several large deers-

boxes full of documents at his offices in the City.

Inoffensive Germans. A woman, who burst into tears while she was making her statement, complained to the magistrate at Marylebone that her husband, a German, by birth but a naturalised British subject, had been threatened and abused by a tradesman in High-street, Camden Town. Mr. Cancellor said that at the present time magistrates were taking every step in their power to protect inoffensive Germans who happen to be in London. He directed that the tradesman referred to should be warned that if his conduct continued he would be proceeded against.

TO-DAY'S ADVERTISEMENTS

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 28th day of September, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of One Lot of Crown Land at Conduit Road, in the Colony of Hongkong, for a term of 21 years.

No. of Lots		Boundary Measurements, Approximate.		Contents in Sq. ft.		Annual Rent	
Lot No.	Locality.	N. S. W. E. N. W. S. E.	ft. ft. ft. ft.	about	sq. ft.	£	s. d.
1	Adjoining Island Road	40	50	80	110	2,600	8
2	Lot No 1974, London Road						100

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 28th day of September, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of Hongkong, of the right to quarry Stone on the following Lots of Crown Land at Ngau Tau Kok in the New Territories of Hongkong, for a period extending from the day of sale up to and including the 30th day of June, 1915.

No. of Lots	Quarry Lot No.	Locality	Contents in Acres	Upst. Crown Rent
3	N/A/A/A, A/A/A and A/A/A	Ngau Tau Kok	7.65	400

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that Scrip Certificate issued 22nd July, 1909, for 4 shares numbered 5049/5052 in the above-named Company standing in the name of Joao A. da Luz (deceased) of Hongkong, has been lost, and should the same not be produced before the 10th proximo, a new Scrip Certificate will be issued in favour of the said Joao A. da Luz (deceased), and no transaction taking place under the said Scrip Certificate issued 22nd July, 1909, will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd., General Managers, HONGKONG FIRE INSURANCE CO., Ltd.

Hongkong, 25th September, 1914.

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"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £26 additional.

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CHANGSHA	18th Oct.	24th Oct.

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Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES, LONDON & AN- TWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....	Mishima Maru Capt. Wada Suwa Maru Capt. Murai	T. 16,000 T. 25,000	{WEDNES., 7th Oct. at 10 a.m. WEDNES., 21st Oct., at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama	Shidzuoka Maru Capt. Deguchi Tamba Maru Capt. Nagasuyo	T. 12,500 T. 12,500	{TUES., 6th Oct. at noon. TUES., 20th Oct. at noon.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	Tango Maru Capt. Sekine Nikko Maru Capt. Takeda	T. 13,500 T. 9,300	{TUES., 29th Sept. at 9 a.m. WEDNES., 19th Oct..
CALCUTTA, via Singapore, Penang & Rangoon	Tosa Maru Capt. Yoshikawa	T. 12,000	{SATURDAY, 3rd Oct.
BOMBAY via Singa- pore and Colombo.	Kirin Maru Capt. Tauda	T. 12,500	{TUESDAY, 29th Sept.
NAGASAKI, Kobe & Yokohama	Nikko Maru Capt. Takeda	T. 9,600	{SATUR., 26th Sept., at noon.
SHANGHAI and Kobe	Sanuki Maru Capt. Date	T. 12,500	{TUES., 29th Sept.
Kobe & Yokohama Cargo only.	Hitachi Maru Capt. Sato	T. 12,500	{THURS., 9th Oct. at 11 a.m.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO.	Chinhua	29th Sept. at 4 p.m.
SHANGHAI.	Anhui	29th Sept. at 4 p.m.
HOIHOW & H'PHONG.	Kaifong	30th Sept. at 10 a.m.
W'WEI, C'FOO & TIENTSIN.	Huichow	30th Sept. at 4 p.m.
MANILA, CEBU & ILOILO.	Taming	6th Oct. at 4 p.m.

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Tjimanock	...	...	JAVA	2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjikembang	JAVA	1st half Oct.	SHAI	1st half Oct.
Tjitaroem	SHAI	1st half Oct.	JAVA	1st half Oct.
Tjipanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjimahi	JAVA	2nd half Oct.	SHAI	2nd half Oct.
Tjibodas	JAVA	2nd half Oct.	JAPAN	2nd half Oct.

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Tenyo Maru	22,000 - 21 knots	Sat., 14th Nov.

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Steamers via Manila will be despatched at 10.30 a.m.

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MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	...	30th Sept., 10 a.m.
Eastern	...	9th Oct., "
Aldenharn	3rd Oct.	30th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Agents.

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Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang ...	A. E. Hodgins	TUES., 29th Sept. at 1 p.m.
Hailan	J. W. Evans	FRI., 2nd Oct. at 1 p.m.

FOR AMOY AND FOOCHOW.

Hailching ...	W. C. Passmore	SUN., 27th Sept. at d'light.
Haimun	A. H. Stewart	SUN., 27th Sept. at 10 a.m.
Haimun	A. H. Stewart	WED., 30th Sept. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Laing & Co.,

General Managers.

19

LOG BOOK.

The "Haddonhall" Inquiry.

The following is the finding of a Naval Court held at the British Consulate-General at Kobe on September 7, 1914, to investigate the circumstances attending the stranding of the British s.s. Haddonhall, O. N. 106,979, of the port of West Hartlepool, on a reef N.E. of Kutaka Island in the Okinawa Group at 3.0 a.m. on July 25, 1914.—It appears from the evidence given before this Court that she was ordered from Cardiff on or about May 23 for Kobe with a cargo of coal and a crew of twenty-six hands all told. On July 23 at 11.45 a.m. she passed the Tenchishima Lighthouse, south-east of the Okinawa Group, the lighthouse bearing NW 1/2 W., distant twelve miles, the course being NE 1/2 N. in making for the Kii Channel; that the weather at that time was fine, with a fresh breeze from the north-east. During the course of the afternoon, the wind began to freshen and increased continuously in violence, and at about 9 o'clock on the following morning, the 24th, the ship became unmanageable owing to the force of the gale. On the night of the 23rd the master had altered the course to east-north-east, in order to get her further from the land. Throughout the 24th the wind continued to shift to the eastward, till by the close of the day it was blowing east-south-east. Being unmanageable, the wind and sea were upon her port beam, causing her to roll violently and drift to leeward. These conditions continued until about 1 a.m. on Saturday, July 25, when the wind suddenly fell light for about five minutes, thus enabling the ship to answer her helm, and her head was brought round to north-east. After this lull, the wind sprang up again from the south, increasing to a gale of greater violence than before, with blinding rain rendering everything invisible, even close to the ship. The helm was put hard-a-port to prevent the ship drifting on to the land, but to no effect. Being absolutely beyond control, she was eventually, about 3.20 a.m., lifted bodily on to a reef immediately north-east of Kutaka Island. The Court is of opinion that the master did not realize that a typhoon was approaching until too late for adequate steps to be taken to avoid it and considers that while in this regard there may have been an error of judgment, there was not the slightest neglect at this time or at any subsequent period on the part of the master or crew, and that all hands did their utmost in the circumstances to avoid a calamity which was inevitable. It appears that immediately after the stranding, all efforts to get her off the reef were of no avail; the propeller had become useless by the loss of three blades, and owing to the continual bumping, the bottom was pierced and the ballast tanks filled. The Court sees no reason to censure the conduct of the master or any of the crew, and if desires to place on record its appreciation of the work done by the engineers and firemen, and of the conduct of the chief officer, chief engineer and cook while remaining on the stranded ship.

New Spanish Battleship.

The new Spanish battleship Espana, constructed by the Sociedad Espanola de Construcción Naval, at Ferrol Dockyard, under the technical advice of a British Committee, has a displacement of 15,460 tons and is 435 ft. long with a beam of 78 ft. Parsons turbines with Yarrow boilers are fitted, the designed power being 15,200 a.h.p. and the speed, exceeded on trials, 19 1/2 knots. The armament consists of eight 12 in. 50-calibre guns in pairs in barbets; twenty 4 in. 50-calibre guns in casemates; two 3-pounder 50-calibre quick-firing semi-automatic guns on upper deck mounting; two 3 in. 17-calibre quick-firing guns with landing mountings and two rifle-calibre Maxim guns on naval mounting.

Oysters, Fresh, Fried or Stewed

Findon Haddock, Kippers &c.

ALEXANDRA CAFÉ.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	Sat.	26th Sept.	On
S'PORE, P'ang & C'utta...	Loongsang	Sat.	26th Sept.	at 3 p.m.
MANILA	Loongsang	Sat.	26th Sept.	at 3 p.m.
TIENSIN via W'wei...	Loongsang	Wed.	30th Sept.	at noon
SHANGHAI	Loongsang	Fri.	2nd Oct.	at noon
SANDAKAN	Loongsang	Sat.	3rd Oct.	at noon
S'PORE & Sourabaya	Loongsang	Sat.	3rd Oct.	at 3 p.m.
MANILA	Loongsang	Sat.	3rd Oct.	at 3 p.m.
S'PORE, P'ang & C'utta...	Loongsang	Wed.	7th Oct.	at 3 p.m.
S'PORE, P'ang & C'utta...	Loongsang	Sat.	10th Oct.	at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Cebu, Tientsin, Dulay, Weihaiwei, Tsingtau, etc. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan. For Freight or Passage,

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NEW SERVICE OF STEAMERS BETWEEN
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HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS
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STRUCTORS ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
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Estimates given for quick construction and repair of Ships,
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GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
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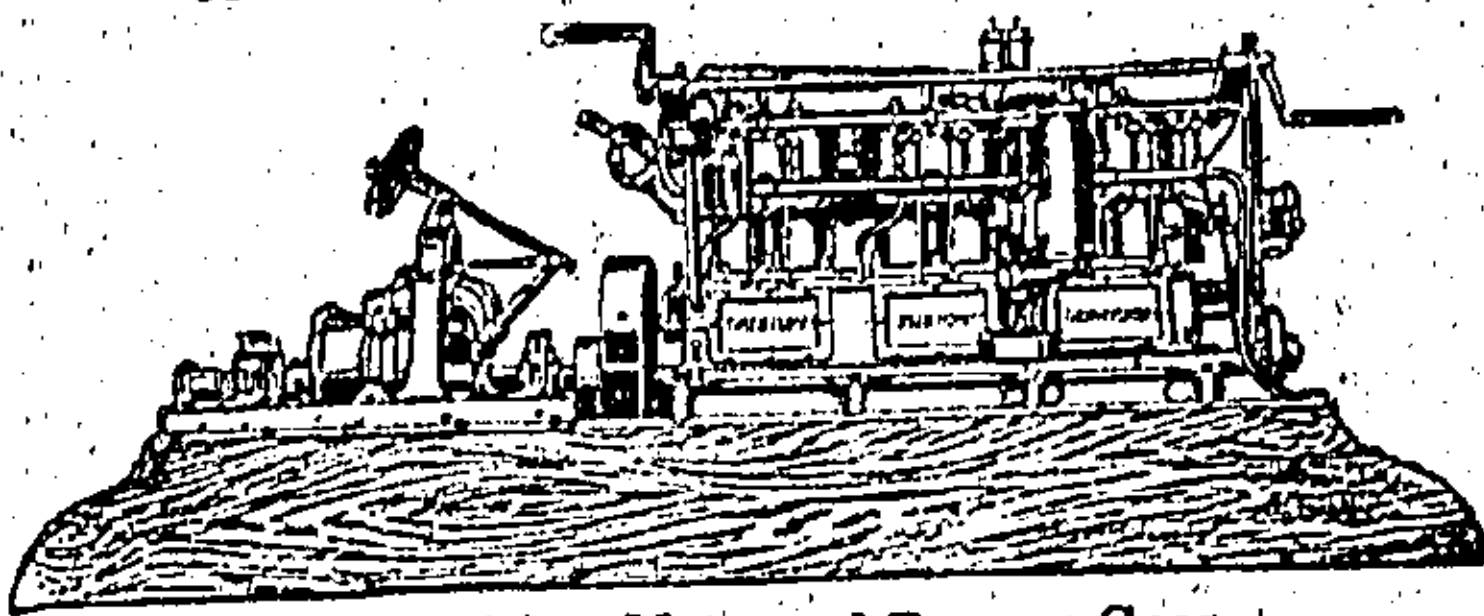
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PETROL & KEROSENE MARINE MOTORS 7-1/2

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O.G. type Motor and Reserve Gear.
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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, Amsterdam & Antwerp	Troilus	B. & S.	28, Sept.
Marseilles via Saigon, S'pore, etc.	Polyesian	M. M.	29, Sept.
Colombo, Port Said	Deucalion	B. & S.	1, Oct.
Marseilles, Havre & Liverpool	Mishima M.	N. Y. K.	7, Oct.
Marseilles via Ports	Namur	P. & O.	14, Oct.

NEW YORK, SAN FRANCISCO AND CANADA.

Boston & New York	Ghazee	D. & Co.	30, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	O. P. R.	30, Sept.
Victoria, Vancouver, Seattle, etc.	Cardigan-shire	J. M. Co.	30, Sept.
Tacoma & Portland	Chicago M.	O. S. K.	1, Oct.
Via B.C. & S'tle via K'lung, Japan	Oalcohas	B. & S.	1, Oct.
Victoria, Seattle, Tacoma etc.	Shinyo M.	T. K. K.	6, Oct.
San Francisco via S'hai & C.	Seiyo M.	T. K. K.	6, Oct.
South America via usual ports	Korea	P. M. Co.	6, Oct.
San Francisco via S'hai & Japan & C.	Yokohama M.	N. Y. K.	8, Oct.
Victoria, B.C. & S'tle, etc.	Shidzuoka M.	N. Y. K.	8, Oct.
Victoria, Vancouver & Seattle	Chunshang	O. S. K.	14, Oct.
Victoria, B.C. & S'tle via S'hai & C.	Canada M.	O. S. K.	14, Oct.
San Francisco via S'hai & Japan & C.	Chiyo M.	T. K. K.	20, Oct.
San Francisco via Manila & Japan & C.	China	P. M. Co.	27, Oct.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Nov.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	29, Sept.
Australian Ports via Manila	St. Albans	G. L. Co.	30, Sept.
Australian Ports via Manila	Taiyuan	B. & S.	30, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haiyang	D. L. Co.	29, Sept.
Shanghai	Anhui	B. & S.	29, Sept.
Bombay via S'pore etc.	Shinchiku M.	N. Y. K.	30, Sept.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	1, Oct.
Singapore and Sourabaya	Fausang	J. M. Co.	3, Oct.
Sanda...	Chunshang	J. M. Co.	3, Oct.
S'hai, Moji, Kobe and Yokohama	Nellore	P. & O.	17, Oct.
Singapore, Mauritius and South	Salamis	B. L. L.	25, Oct.
African Ports	Haiyang	D. L. Co.	Q. desp.
Swatow, Amoy and Foochow	Tjitaro	J. C. J. L.	2, half O.
Batavia, Cheribon, Samarang, etc.	Tjitaro	J. C. J. L.	2, half S.
Japan	Tjitaro	J. C. J. L.	2, half S.
Shanghai	Tjitaro	J. C. J. L.	Q. desp.
Shanghai	Tjitaro	J. C. J. L.	Q. desp.
Shanghai	Tjitaro	J. C. J. L.	Q. desp.

TO SAIL.

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For BOSTON AND NEW YORK

The s.s. "CHAZEE"

sailing on or about the 30th September

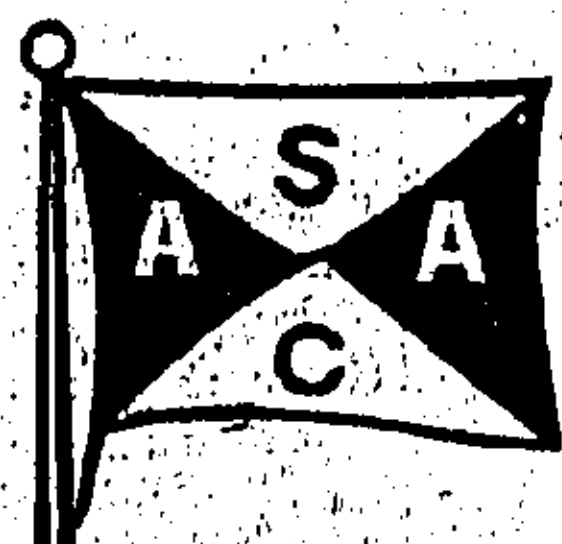
For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 24th September, 1914.

Agents.

HONGKONG-NEW YORK.

**AMERICAN ASIATIC S.S. Co.**

For New York via Japan Ports & Panama Canal.

The s.s. "INDRADEO"

on or about 14th October, 1914.

For freight or information apply to

Hongkong, 24th September, 1914.

HEWAN TOMES & Co.
General Agents.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For. Vessel.

Formosa Daiji Maru

DEPART ON MONDAY.

Australia Taiyuan

VESSELS ADVERTISED TO ARRIVE ON MONDAY.

From. Vessel.

America Korea

AMERICAN MAIL.

The P. M. s.s. KOREA arrived at
Manila on the 24th instant at 4 p.m. and
is expected to sail from that port for
Hongkong Sunday afternoon and may be
expected to arrive at this port at about
noon on Tuesday, the 29th instant.

The P. M. s.s. SIBERIA with the mails
from the United States left Yokohama
for Hongkong via Manila on the 23rd inst.

The P. M. s.s. MANCHURIA arrived at
San Francisco on the 17th instant.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU,
HOKATA MARU and KAMAKURA
MARU have been withdrawn from the
service, and their substitutes are not
placed.

The Barber Line s.s. CHALISTER left
New York for Hongkong via Panama
Canal on the 1st Sept. and is due here on
or about the 20th Oct.

The Barber Line s.s. MIDDLEHAM
CASTLE is expected to arrive here on
Saturday the 26th inst. at daylight.

The Ben Line s.s. BENRINNES from
Leith and London left Singapore for this
port on 22nd inst. and may be expected
to arrive here on or about 28th inst.

The T. E. K. s.s. SHINYO MARU will
leave Nagasaki for San Francisco on the
3rd October and not on the 6th October
as previously advised.

VESSELS IN PORT.

Steamers.

Lycan, Br. s.s. 4,814, Walker, 13th inst.
—Singapore, 8th inst. Gen.—H.
S.

Sabine Rickmers, Dut. s.s. 573, J. Scher-
man, 15th inst.—Tamsui, 12th
inst. Ballast—S. P. Co.

Banri Maru, Jap. s.s. 2,869, S. Soga, 17th
inst.—Japan, Sugar—D. & Co.

Shansi, Br. s.s. 1,239, Simon, 17th inst.—
Hobrow, 16th inst. Gen.—B. & S.

Bollefos, Norw. 859, T. A. Johnson, 18th
inst.—Bangkok, 10th inst. Rice
—T. & Co.

Kief, Norw. s.s. 733, Amundsen, 18th
inst.—Bangkok, Rice—Order.

Fooshing, Br. s.s. 1,424, G. H. Alcock,
17th inst.—Singapore, 11th inst.
Gen.—J. M. & Co.

Tjiltiwong, Dut. s.s. 3,056, A. Oldenburger,
Java, 18th inst. Sugar & Gen.—
J. C. J. L.

Sultan van Kooel, Dut. s.s. 1,419, E. R.
V. s.s. 19th inst.—Tamsui, 15th
inst. Fuel oil—A. P. Co.

Kwangtsh, Chinese s.s. 1,536, Sangster,
15th inst.—Shanghai, 16th inst.
Gen.—C. M. N. S. Co.

Chusan, Br. s.s. 1,337, Robertson, 19th inst.
—Amoy, 18th inst. Ballast—B.
& S.

Tjimanook, Dut. s.s. 5,000, A. W. Le Ruoy,
10th inst.—Shanghai, Gen.—J. C.
J. L.

L'ksang, Br. s.s. 978, D. W. Ritchie, 20th
inst.—Hongkong, 17th inst. Salt
—J. M. & Co.

Walshing, Br. s.s. 1,170, W. Picknell, 20th
inst.—Hongkong, 18th inst. Coal—
J. M. & Co.

Chibi, Br. s.s. 1,143, Lloyd, 20th inst.—
Swatow, 19th inst. Ballast—B. &
S.

Drufar, Br. s.s. 1,102, J. Bing, 20th inst.—
Swatow, 19th inst. Gen.—Chinese

Choyang, Br. s.s. 1,424, S. E. Anderson, 20th
inst.—Shanghai, 16th inst. Gen.—
J. M. & Co.

Candia, Br. s.s. 5,194, R. E. Peel, 20th inst.—
London, 9th ult. Gen.—P. & O.
S. N. Co.

Fukura Maru, Jap. s.s. O. Kasaki, 20th
inst.—Moji, 14th inst. Coal—M.
B. K.

Heijun Maru, Jap. s.s. 1,953, Miyani, 20th
inst.—Camran Bay, 16th inst.
Gen.—M. B. K.

Loongsang, Br. s.s. 1,093, W. G. G. Leask,
23rd inst.—Manila, 19th inst.
Gen.—J. M. & Co.

Ryusho Maru, Jap. s.s. 17,43, Y. Kameda,
21st inst.—Wei Hui Wai, 15th
inst. Gen.—M. B. K.

Bourbon, Br. s.s. La Vallant, 21st inst.—
Saigon, 17th inst. Rice—Order.

Kansu, Br. s.s. 1,143, Monkman, 21st inst.—
Keelung, 18th inst. Coal—Or-
der.

Kashima M. Jap. s.s. 6,546, M. Yagi, 21st
inst.—Shanghai, Gen.—Order.

Ulv, Norw. s.s. 834, J. Pedersen, 22nd inst.—
Bangkok, 13th inst. Rice—
Chinese.

Dunoric, Br. s.s. 1,312, C. D. Logie, 22nd
inst.—Bangkok, 13th inst. Rice
—B. L.

Erivon, Norw. s.s. 1,450, Nelson, 21st
inst.—Bangkok, 30th ult. Rice—
M. B. K.

Dovawongas, Br. s.s. 1,047, C. W. Shearer,
22nd inst.—Saigon, 18th inst.
Rice & Gen.—A. Bone.

Monteagle, Br. s.s. 3,953, F. L. Davison,
22nd inst.—Shanghai, 18th inst.
Gen.—O. P. R.

Gemini, Br. s.s. 1,339, Jones, 23rd inst.—
C. W. Tao, 16th inst. Coal—K.
M. & Co.

Kjold, Norw. 910, Hellesoe, 23rd inst.—
Bangkok, 5th inst. Rice—Chi-
nese.

Sungliang, Br. s.s. 937, J. Robinson, 23rd
inst.—Hobrow, 11st inst. Gen.—
B. & S.
Albiana, Br. s.s. 2,997, Wm. Dunbar, 23rd
inst.—C. W. Tao, 17th inst. Coal
—K. M. & Co.
Chicago Maru, Jap. s.s. 2,905, K. Hori,
24th inst.—Manila, 21st inst.
Flour & Gen.—O. S. K.
Kawachi Maru, Jap. s.s. 3,621, M. Naka-
mura, 23rd inst.—Moji, Gen.—
N. Y. K.
Inverclyde, Br. s.s. 3,214, Mansfield, 22nd
inst.—Moji, 17th inst. Coal—J.
M. & Co.
Fausang, Br. s.s. 1,450, H. S. Malkin, 23rd
inst.—Sourabaya, 18th inst.
Gen.—J. M. & Co.
Shipooto, Br. s.s. 2,601, J. Ormiston, 23rd
inst.—Singapore, 16th inst. Coal
—Order.
Kenkon Maru, Jap. s.s. 2,159, M. Kanako,
23rd inst.—Moji, Coal—M. B. K.
Asholi, Br. s.s. 3,031, L. Saxby, 22nd inst.—
Singapore, 16th inst. Gen.—D.
& Co.

CONSIGNEES

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From GLASGOW, LIVERPOOL
and STRAITS.

THE Steamship

"ATHOLL"

CONSIGNEES of Cargo are
hereby informed that all
Goods are being landed at their risk
into the Godowns of Holt's
Wharf at Kowloon, whence
and/or from the wharves
delivery may be obtained.

No Claims will be admitted
after the Goods have left the Go-
downs, and all Goods remaining
undelivered after the 30th inst.
will be subject to rent.

All claims against the Steamer
must be presented to the Under-
signed on or before the 14th prox.
or they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Go-
downs, where they will be ex-
amined on the 30th inst. at 11
a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & Co., Ltd.
Agents.

S.S. "DEIKE RICKMERS."

From Hamburg and Antwerp.

Consignees are informed that
their Goods have been landed in
Shanghai at the Eastern Wharf.

No Fire Insurance has been
effected.

FRED. BORNEMANN & Co.
Agents.

Hongkong, 22nd September, 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

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Modern up-to-date plant operated by our own specially trained

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All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP.	LENGTH OF KEEL BLOCKS.	ENTRANCE BREADTH.	DEPTH OVER BULWARK AT ORDINARY SPRING TIDES.	RISE OF TIDE.
KOWLOON				
No. 1 Dock, Kowloon	700'	{85' top 70' bottom}	10'	7' 6"
No. 2 Dock, Kowloon	211'	24'	11' 6"	7' 6"
No. 3 Dock, Kowloon	244'	24'	11'	7' 6"
Patent Slip, No. 1 Kowloon	240'	24'	11'	7' 6"
Patent Slip, No. 2 Kowloon	240'	24'	11'	7' 6"
TAI-KOK-TSUI				
Cosmopolitan Dock	450'	85'	20'	7' 6"
ABERDEEN				
Hong Dock	430'	85'	11'	7' 6"
Lemon Dock	315'	85'	11'	7' 6"

HEAD OFFICE: KOWLOON.
Telephone No. 1 K.

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc., M.I.N. Kowloon Dock, Hongkong.TOWN OFFICE.
QUEEN'S BUILDINGS.
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, SEPTEMBER 26, 1914.

SHORT STORY.

THE INDUSTRIOUS CHEVALIER.

BY
S. SQUIRE SPRIGGE.

(Concluded from last Saturday.)

[Below will be found the concluding instalment of one of a series of articles contributed by S. Squire Sprigge to *McClure's*. It is entitled "My Temptation and Fall." The author has created a new character—the daring gentleman, adventurer, reckless and resourceful, living by his wits in the great labyrinth of London. At every turn of the street, the industrious Chevalier meets a new adventure and chances a new danger.]

"What!" he exclaimed. "What!" And he ducked under the slab of the counter and disappeared in two strides through the swing-doors into the bath. I have realised since that my random remark would have been a real stroke of genius if I had planned it. I could not have said anything more certain to make the man oblivious of me. To the management of a Turkish bath a death in one of the hot rooms, with the consequent inquest and insinuations against the building and the service, is a terrible disaster; and the clerk, as the man who is responsible, fled at my words, urged by grim forebodings, leaving me free to seize the fat man's property. I seized it. I hung across my waistcoat an enormous curb chain, with a bulky hunting-watch at one end and many pounds of charms at the other. I crammed into my pockets a note-case, a brown leather portmanteau of cigars, a necktie-pin, and some sleeve-links. I took the furred overcoat upon my arm, and the stick with the huge knob in my hand. I balanced the gleaming hat on the back of my head, and rejoiced that the clerk was not present to note the ridiculous misfit of it. I gathered up the money, gold, silver, and copper, in a promiscuous heap, and walked out of the bath.

It was about five in the afternoon, and probably an hour would elapse before the theft was discovered. When it was discovered, the police would be summoned, time would be occupied in listening to the stories of the fat man and of the various bath attendants, so that it would be six o'clock at least before there was anything like a hue and cry after me. I called a cab and told the man to drive to a restaurant in Regent Street. In the cab, I examined the pocket-book. It contained one fifty-pound note and four five-pound notes. The loose change consisted of seven pounds ten in gold, sixteen shillings in silver, and some coppers. I felt in the pockets of the overcoat. There were two or three letters, from which I learned that I had robbed a gentleman named Frazer, who lived in Lancaster Gate, and some memoranda from which I deduced that Mr. Frazer had large transactions on the Stock Exchange.

I now began to consider how I was to deal with my new possessions. I recognized at once that safety lay in being quick, for I could only count with certainty on a short start of pursuit. The chances were that Mr. Frazer was still puffing in the hottest room of the bath, expecting to surprise me by his exhibition of fortitude under roasting, but I must not reckon on this. He might have changed his mind. He might have been dressing, in which case discovery would be imminent. Or the clerk's suspicions might

be roused by inability to find the sick man of whom I had spoken. And if he were to question the small boy in the hall that juvenile official might recall that he had surrendered the splendid walking-stick to the wrong man. If this had happened, there would even now be a pursuit, and, to be safe, I must employ immediate opportunities to get rid of my booty. So I stopped the cab at the first hatter's shop that caught my eye. There I explained that I had come away from luncheon in a friend's hat, and I purchased a new hat with a five-pound note. In answer to the shopman's civil inquiry as to where he should send Mr. Frazer's sleek curly-brimmed hat, I replied, Captain Robert Smith, at the Naval and Military Club. It was necessary not to hesitate, and this was the answer that I found on the tip of my tongue.

I had chosen as my destination a well-known restaurant in Regent Street, because it possessed two exits, which made of the cafe on its ground floor a thoroughfare. By walking in at one door and out at the other I could break the thread of my movements, so that if my cabman were to be made the subject of police interrogation he would be unable to give any useful information. On reaching the restaurant, I went to the bar, and tendered a five-pound note in exchange for some brandy. For I had resolved that during the next hour all the notes must be changed, and changed as far as possible in places where notes were so frequently passed that no particular attention would be paid to the customer presenting them. I then strolled through the cafe and out by the other door, where I hailed another cab. No one appeared to be following me. I was now about to undertake my most anxious job—namely, to change the fifty-pound note. It has often been said that a man may starve if he has no friends, no introductions, and a thousand-pound note; so impossible would he find it to get change. Much the same difficulty attaches to the possession of a fifty-pound note. My first impulse was to destroy the note for fifty pounds, regarding it only as a piece of incriminatory evidence against me. But, on second thoughts, fifty pounds formed so large a portion of the fruit of my crime that I had not the heart to sacrifice the sum. I had myself driven to the emporium of a famous Bond Street jeweller. Here I entered in the furred coat and new silk hat, displaying the gold-headed cane. In this way I made a sufficiently imposing figure, and when I bought a small diamond ring, priced twenty guineas, and presented the fifty-pound note in payment, the change—five five-pound notes and four sovereigns—was given me without question.

I now had seven five-pound notes that required to be cashed immediately, while I felt that I must get rid of the fur-lined coat; for this had served its purpose as a conspicuous garment and was now a source of danger to me. If I was already wanted by justice, the most noticeable point in my description furnished to the police would be the fur-lined coat. But the police could not as yet have communicated with the pawnbrokers' shops, and the possession of property was making of me a man of thrift. I called another cab, and drove north, dismissing the man near King's Cross Railway Station, which was

a good locality for the disposal of the notes in accordance with my plan. I pawned the coat for four pounds ten at a small shop near the Great Northern Station, having prepared as an answer to any possible questions a story of a discovery, made upon the platform just as I was leaving town, that I had no money with me. I asked for an advance of five pounds on the coat, knowing that it must have cost at least sixty, and I took the sum to which the shopman beat me down, with great equanimity for I preferred ninety shillings to paper money. I then went into a ready-made clothes store, and bought a black overcoat of the most respectable kind, which cost two pounds; and for this I paid with a five-pound note.

For disposing of the other five-pound notes I had already my plan in my mind. It seemed to me that a booking-office at a railway station was the finest place to melt ill-gotten notes of small face value. Firstly, the clerk inside sees so little of the individual presenting the note that he can not retain any recollection of him; secondly, he is sure to have lots of change, so that no delay occurs. I went into the King's Cross Railway Station and bought a three-shilling ticket for one place, and at a different booking-office a two-shilling ticket for another place, and at each booking-office I cashed a note. Then I walked on to St. Pancras Railway Station, and cashed two more five-pound notes there, at the expense of four shillings' worth of railway tickets. A five minutes' walk brought me to Euston, where I did the same.

The pin, sleeve-links, watch, and chain remained for disposal. These and the diamond ring which I had bought in Bond Street I pawned for sixteen pounds, receiving two five-pound notes and sovereigns. With one note I bought a pair of boots, directing Mr. Frazer's boots to be sent to Captain Robert Smith of the Naval and Military Club. With the other note I bought an umbrella, leaving Mr. Frazer's stick in the shop to be fitted with a new ferrule. I lit Mr. Frazer's remaining cigar and then slipped the empty case and his pocket-book into the slot of a pillar post-box. I had previously torn out the letters and memoranda. I was now quit of all the stolen property that could be identified, and, as I entered my lodgings, I heard the clock strike six.

If any Captain Robert Smith is a member of the Naval and Military Club, and these memoirs should meet his eye, he will understand now the meaning of the two parcels that must have puzzled him considerably.

THE "TELEGRAPH" WAR GAZETTEER.

(Fifth Instalment.)

Arion—the capital of Belgian Luxembourg, is a great railway junction connecting Belgium, France, and Luxembourg. It is about five miles from the Luxembourg frontier and 25 miles from the French frontier. It forms the apex of an equilateral triangle, of which the other points are Verdun and Sedan.

Aix-la-Chapelle—or [Aachen], as it is called in German, which the 7th and 10th Corps of the German Army have occupied, is in Germany, about 40 miles north-east of Liege.

Cracow—A city of Austrian Galicia, 259 miles N.E. of Vienna. It stands 672 feet above sea level, in a wide, hillgirt plain on the left bank of the Vistula, which here becomes navigable, and is spanned by a bridge (1850) leading to Podgorze. The old walls, converted into promenades, have been superseded by a line of detached forts. On the Wawel rock rises the old castle of the Polish kings, degraded now to a barracks. The neighbouring cathedral (1320-59) is a splendid pile, containing the graves of John Sobieski, Poniatowski, and Kosciuszko, with Thorwaldsen's statue of Christ. The University (1364) was reorganised and re-opened in 1817, and now is attended by more than 1,100 students. Cracow has important fairs and its trade and manufactures (chemicals, tobacco, beer, agricultural implements, etc.) have greatly revived.

Three miles west of the city is a grassy mound, 150 feet high, reared in 1820-23 to the memory of Kosciuszko. Population 95,000. It was the Polish capital from 1320 until 1800. On the third partition of Poland (1795) it was assigned to Austria. In 1809-15 it was part of the Duchy of Warsaw, and in 1815-45 a republic; but in 1846 it was re-annexed to Austria.

Chateau-Salins—A small town in Lorraine, on the right bank of the Petite Seille, 27 miles S.S.E. of Metz.

Champhenoux—A small French village situated about 9 miles E.N.E. of Nancy.

Eyden—to which German troops are stated to have retreated, is the town corresponding to Vise over the border in Holland.

Herve—the scene of another minor Belgian success, is on the railway line between Aix and Liege, about 12 miles from the latter. It was doubtless the occupation of this town by the Belgians that forced the 7th German Army Corps off the railway line, and so into Dutch territory on their retreat.

Montmedy—at which a successful French cavalry skirmish has taken place, is a second-class fortress, on the Franco-Belgian border, 22 miles E.S.E. of Sedan. It is on the line to Vitron. From this it would seem that the cavalry engaged were either flank guards of the main French advance via Marbehan, or possibly connecting patrols, between two French columns, one of which is advancing from Mezieres and Sedan due eastwards, while the other is pushing forward north-east from Nancy into Alsace-Lorraine.

Marbehan—where a great French victory over the Bavarian Army of Germany is reported, is 27 miles due east of Sedan, in the Luxembourg province of Belgium. It is on the Brussels-Namur-Luxembourg railway, and is the junction for the two big Belgian towns of Arlon and Vitron.

Madras Presidency—One of the administrative divisions of India, occupies the southern part of the peninsula. It extends from the east to the west coast to Cape

Comorin. The total area, excluding native states is 141,189 square miles, and the population in 1901, was 38,209,458. The native states have an area of 10,000 square miles and a population of 4,188,000. Of these about two and a half millions are Mohammedans and one million and thirty thousand Christians. The principal mountains belong to the eastern and western Ghats. The former have an average height of 1,500 feet, but rise in parts to three thousand or four thousand feet. There are many large rivers. Very extensive irrigation works have been carried out. Railway communication is extensive and there are good roads in most parts of the Presidency. The climate differs greatly in different parts. Rice is the chief crop. Cotton is grown in the drier parts and tobacco of excellent quality is produced. The manufacturing industry is represented by cotton, sugar, gunny-bags, paper, ice and tiles. Madras is not rich in minerals, though gold is found in many parts. Excellent iron abundance, but the want of fuel prevents any great development of the iron industry. Diamonds have been largely found, chiefly in the Karmul district. The forests are now protected by the state, and are of great value, especially the teak forests. The first English settlement was made in 1611.

Noyon—A town in the French department of Oise, 67 miles N.E. of Paris by rail. It has a fine cathedral in the transition style of the 12th century, an hotel-de-ville (1485-1523) and a former episcopal palace. Population 5,182. The Noviodunum of Caesar, Noyon was a residence of Charlemagne and Hugo Capet, and the birthplace of Calvin.

Rouen—Formerly capital of Normandy; now chief town of Seine-Inférieure and a great manufacturing city. It is situated on the Seine's right bank, 87 miles N.W. of Paris. The ramparts have been converted into boulevards, and the modern streets are well and regularly built, but old Rouen still largely consists of ill-built picturesque streets and squares, with tall, narrow, quaintly carved, wood-framed and gabled houses. The Seine, over 300 yards broad, makes Rouen, although 80 miles from the sea, the fourth shipping port of France, and operations, in the way of deepening the river and building quays, are yearly adding to its capacity and importance, £750,000 having been spent on the port since 1831. A stone bridge and a suspension bridge lead to the Faubourg St. Sever on the left bank. Rouen possesses several remarkably built Gothic churches—in particular the cathedral (13th century onwards), St. Ouen (14th-15th century, perhaps the best specimen of Gothic in existence), and St. Maclou (florid style of the end of the 15th century). The heart of Richard Coeur de Lion, once buried in the fine archiepiscopal cathedral, is now preserved in the Museum of Antiquities. There are many fine buildings in Rouen, Rouen is the cottonopolis of France. It has also shipbuilding yards. The population is 110,717. It was the first home of the Norman dukes; was captured by Philippe August (1204), was regained by England (1419-49), and in 1431 witnessed the burning of Joan of Arc, a statue of whom adorns the Place de la Pucelle. Rouen was the birthplace of Corneille, Fontenelle, Boileau, and Armand Carrel, and the death place of Claudon. It was occupied by the Germans in the war of 1870-71.

Rawańska.—An Austrian town, in the province of Galicia, about 20 miles N.N.E. of Lemberg.

St. Quentin.—A town in the French department of Aisne, on the Somme, 95 miles N.E. of Paris and 33 south of Cambrai; The

church of St. Quentin is a fine Gothic structure, dating from the 12th to the 15th century. The town-hall (15th-16th century) is also a fine specimen of Gothic. The town is a centre of cotton industries which give employment to 130,000 hands in the making of calicoes, etc. The population in 1901 amounted to 47,851. The Spaniards and the English contingent inflicted a crushing defeat upon the French in 1557. Shortly afterwards the town, after a brilliant defence by Coligny, capitulated to the Spanish army. In 1871 the Germans routed the army of Faidherbe here.

Spa—where the Belgians were reported to have destroyed two regiments of Uhlan, is a small town of 8,000 inhabitants, at the junction of the rivers Wajal and Picherotte. It is about six miles south of Verviers.

Songwa.—A town in German East Africa, on the shore of Lake Nyassa.

Visegrad.—A small town in Bosnia in the arrondissement of Sarajevo.

Vise—which is stated to have been set on fire by the Germans, is a small town about 15 miles north-east of Liege, on the River Meuse. It is the Belgian Customs post on the borders of Belgium and Holland. The Germans' object in attacking it is so as to be able to approach Liege from the other side and cut it off from its base of supplies at Louvain and Brussels.

Verviers—about 15 miles due east of Liege, is on the River Vesdre, a tributary of the Ourthe, which itself runs into the Meuse at Liege, which the Germans had to cross to reach Liege.

Vic and Moyeuvre—which the French cavalry have captured, are two towns in Alsace-Lorraine, 17 miles to the north-east of Nancy, and on the road to Saarbrücken. From the direction of the French advance it would seem that they are attempting to cut the line of the German advance on Luxembourg and Belgium. This would compel the Germans either to retire eastward or to cross into Dutch territory.

SHORT SERMON.

The field of knowledge is vast and varied. One cannot know everything, and so we have to specialize according to taste or demands of our vocation, or both.

We choose some one of the many lines of research and devote our energies in a special manner to that particular line. This is quite a necessity to-day, for we must know more along one line than most others do in order that we may be most helpful and serviceable; and it is well to remember that it is always the one who serves best who is in greatest demand.

But while there are many lines of research possible, and each is desirable and fruitful in its own way, there is one line that is absolutely essential to all, which all alike need to pursue. And it is, The Essential Knowledge.

We need to know God; other knowledge is desirable, other knowledge is important—this is the absolute essential. If God be God, if the world is the work of his hand, if he plans all, directs all, determines the good of all, then to know him—his mind, his will, his purpose, must be the essential, the fundamental knowledge. One has said philosophy, taking man as its centre, says "know thyself"; but the inspired word which proceeds from God says, "know God"; and this, we say, is the essential knowledge. Jesus said to know him is life.

Moreover, this knowledge is accessible to all. No all may enjoy the privileges of the advanced schools of learning; all may not have either time or opportunity to pursue other forms of knowledge advantageously;

but the essential knowledge is within reach of even the humblest and the poorest of us.

The condition of this knowledge is that "the eyes of the heart be enlightened." We sometimes get the impression that we do all our seeing with the eyes of the mind and that our greatest need is to train and discipline the mind. But the deepest things of life are not seen with the intellect, but with the heart.

There have been intellectual giants that were blind to the supreme things of life. Paul preys that "the eyes of your heart may be enlightened, that ye may know" the things of God that most concern you. And this enlightening of "the eyes of the heart" is the gift of God through the acceptance of Jesus Christ. It is thus we get the vision of the deep things of God and the things that are of most concern to us.

This vision, as one has expressed, "is discoloured to the eye behind the eye, to the heart, which is the true discernment." "Blessed are the pure in heart, for they shall see God"—they shall see him in nature, they shall see him in history, they shall see him in the experiences of life.

You know the difference in men in the matter of vision. Two men stand side by side looking out upon the same landscape; to one it is so much wood and water, pasture land and meadow, upland and lowland, and its commercial value is so and so. To the gifted soul of the other it is a vision of wonder and beauty; "the eyes of his heart" are opened to discern the glory of God's ways in nature, and his soul is filled with a sense of awe and worship as in the temple of God.

How beautiful the world was to the Man of Galilee! He saw no more with the eye than did the multitude about him, to whom it all looked so common; but with "the eye back of the eye, with the heart," he saw the Father everywhere, the grass, the lily, the sparrows—all witnessed to his presence and his ways. "That the eyes of your heart may be enlightened, that ye may know" the things that every child of God should know, the things that it is of the utmost importance you should know. And what are these things of God that it is so essential that we all should know?

First, the true goal of life, God's purposed destiny for you. "That ye may know what is the hope of his calling." And surely it is of the utmost importance that we know this.

How are we going to direct our energies wisely, intelligently, triumphantly, unless we know the true purpose of life here and the end of it. To what does he call us?

Well, it must be to the highest and best of which we are capable. He who so loved us that he spared not his only Son, but gave him up for us, can be satisfied with nothing less than the highest and best for us. And let us be sure, as another has said, that "no young life is faced up the real path toward the heights until it has a vision of being the very finest thing God made it capable of, every power developed to the utmost, every strength harnessed up and held in harmony with every other strength—just the purest, truest, broadest life that God could have thought of when he gave being and birth." It is to nothing less than this that God calls us.

St. Andrew's Church. The Rev. N. C. Pope may be expected to return to the Colony on or about the 27th inst. on the s.s. Tango Maru. The services at St. Andrew's Church, Kowloon, to-morrow will be taken by the Rev. E. W. L. Martin at 11 a.m. and by the Rev. W. Featherstone, the Chaplain to the Bishop of Victoria, at 6 p.m.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions from Major I. E. E. Crastor, R.E. to sell by Public Auction on

MONDAY
the 28th September 1914 commencing at 2.45 p.m. at his residence, 5 Cameron Villas (No. 59 The Peak).

A Quantity of Valuable Household Furniture.
(Full Particulars from Catalogue).
Terms:—as usual.

On view from Saturday the 26th September.

GEO. P. LAMMERT
Auctioneer.

THE Undersigned has received instructions from the Official Receiver to sell by Public Auction on

TUESDAY,
the 29th September, 1914, commencing at 2.30 p.m. at "Beaconsfield" No. 1 Battery Path.

A Quantity of Valuable Household and Office Furniture also
One Steel Safe (French Make)
Two Musical Boxes
One very fine Brass and Onyx Mantel Clock

and
A Quantity of Japanese and Chinese Silver-ware and Black-wood, etc.
On view from Monday the 28th September.

Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 29th September 1914 commencing at 3 p.m. at "Beaconsfield" No. 1 Battery Path.

One Full Size English Billiard Table by Thurston in fine condition with Accessories.
On view from Monday the 28th September.

Terms:—As usual.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY
the 30th September, 1914 commencing at 12 o'clock (noon) at the Typhoon Refuge, Mong Kok (for account of the concerned).
The following Steam-launches "Hoi To"

Length 11' 6"
Breadth 2' 9"
Depth 7' 6"
Gross tonnage 159.32
Nett do 56.53

"Hoi Kong"
Length 7' 5"
Breadth 13' 5"
Depth 7' 6"
Gross tonnage 69.71
Nett do 47.41

"Hoi Hong"
Length 61' 5"
Breadth 12' 3"
Depth 6' 4"
Gross tonnage 48.31
Nett do 12.77

On view from Thursday, the 24th September 1914.
Terms:—As usual.

N. B.—A Steam-launch will leave Blake Pier at 11.30 a.m. on the day of Sale to convey intending purchasers.

GEO. P. LAMMERT,
Auctioneer.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction, Sale, to be held on Monday, the 28th day of Sept., 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements, Approximate	Contents in Separate Feet	Annual Rent	Upper Price
1	Lot 1, Tai Hang Village	75 ft. by 75 ft.	17	£1.50	£1.50
2	Lot 2, Tai Hang Village	75 ft. by 75 ft.	17	£1.50	£1.50

Don't forget about the Show Supper, and Light Refreshments

ALEXANDRA CAFE

Open Till Midnight

ENTERTAINMENTS.

BENEFIT TOURNAMENT FOR
THE PRINCE OF WALES' FUND.

GRAND AMATEUR BOXING TOURNAMENT

TO BE HELD AT THE

CITY HALL

ON

OCTOBER 10TH, 1914.

Under the Distinguished Patronage of H.E. Sir F.H. May, K.C.M.G., H.E. Major-General F.H. Kelly, C.B., and Commodore R.H. Anstruther, C.M.C.

Silver Cups and Gold Medals for winners and runners-up of all weights. An amateur boxing certificate will be presented to every man that takes part. Entries from all bona fide amateurs scaling all weights may be forwarded to the honorary stewards, Messrs. A. Rodger and W. Logan, at the V.R.C.

Referee, Commander Beckwith, R.N., Judges, Commander Blackwood, R.N. & Mr. Murdoch.

F. E. HALL, Promoter.

VICTORIA THEATRE.

To-night 9.15 To-night
"THE GRY OF A STRICKEN HEART."

ON FRIDAY 25TH SEPT.
AND FOR 4 NIGHTS ONLY
The Magnificent Picture
WHICH IS THE RAGE OF LONDON.
"WAR'S RED RUIN"

In 3 parts—3,000 ft. long

Full of Thrilling Incidents.

The Famous

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An enormous Success.

SATURDAY 26th.

BAND NIGHT.

BIJOU SCENIC THEATRE.

TO-NIGHT! TO-NIGHT!!

PROF. NICOLAS LENZ & Company.
Complete change of Programme

The powerful Coloured and Sensational drama.
"WITHIN THE LIONS' REACH"
in 3 Parts—5,000 Feet.

Will be Screened on Wednesday 30th September.
"A SILENT MESSENGER"
in 2 parts—3,000 Feet.

Watch for
"TRAITORS TO THEIR KING"—8,000 Feet.

NOTICES

KELLY & WALSH, LIMITED.

NEW BOOKS.

CROQUET by Lord Tollermeche, fully illustrated. 9.00	CHINESE FOREST TREES AND TIMBER SUPPLY by Norman Shaw. 9.00
SEA, LAND & AIR STRATEGY by Sir George Aston. 9.00	WHERE DORSET MEETS DEVON by Francis Bickley. 3.10
THE CHURCH OF ENGLAND AND EPISCOPACY by Canon Mason. 9.00	CHEMICAL ANALYSIS by G. O. Gardiner. 6.50
GONDROSEA & ITS COMPLICATIONS by David Watson, M.B. 13.00	NOVELS
THE AUTHOR'S CRAFT by Arnold Bennett. 2.25	MARIA by Baroness Von Hutten. 1.75
HUTCHINSON'S HISTORY OF THE NATIONS Vol. I. 9.00	THE GATE OF ENGLAND by Morice Gerard. 1.75
THE HOLY SPIRIT OF GOD by W. H. Griffith Thomas. 5.25	JOHN BARLEYCORN by Jack London. 1.75
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	THE MAN FROM NOWHERE by Victor B. Lodge. 80

New War Maps expected shortly—order now.

FRENCH LESSONS

C. MOUSSON, 15, Morrison Hill Road.

OFFICIAL MARKET PRICES

Hongkong, September 11, 1914.

BUTCHER MEAT.

Butcher Meat	Units	Price
Beef Sirloin & Prime Cut, Mei Lung Pa	lb.	21
" Corned, Ham Ngau Yuk	"	21
" Roast, Shiu	"	19
" Breast, Ngau Lam	"	18
" Soup, Tong Yuk	"	22
" Steak, Ngau Yuk Pa	"	33
" do., Sirloin—Ngau Lau	"	26
" Sausages, Ngau Cheung	"	12
Bullock's Brains, No	per set	12
" Tongue fresh, Ngau Li	each	50
" corned, Ham Ngau Li	"	60
" Head, Ngau Tau	lb.	14
" Heart, Ngau Sum	"	22
" Lump, Salt, Ngau Kin	"	12
" Feet, Ngau Keuk	each	12
" Kidneys, Ngau Yiu	"	20
" Tail, Ngau Mei	lb.	13
" Liver, Ngau Kon	"	13
" Tripe (undressed), Ngau To	"	10
Calves' Head & Feet, Ngau-chai-tau-keuk	set	1.20
Yuctor Chop, Yeung Pai Kwat	lb.	26
" Leg, Yeung Fui	"	26
" Shoulder, Yeung Shau	"	27
" Saddle	"	27
Pigs Chitlings, Chu Chong	"	24
" Brains, Chu N	per set	24
" Feet, Chu Keuk	lb.	14
" Fry, Chu Chap	"	16
" Heart, Chu Tau	"	12
" Heart, Chu Sam	each	18
" Kidneys, Chu Yiu	"	18
" Liver, Chu Kon	lb.	30
" Pork Chop, Chu Pai Kwat	"	26
" Corned, Ham Chu Yuk	"	30
" Leg, Chu Pei	"	20
" Fat or Lard, Chu Yu	"	20
Sheep's Head and Feet, Chu Tau Keuk	set	60
" Heart, Yeung Sam	"	12
" Kidneys, Yeung Yiu	lb.	27
" Liver, Yeung Yiu	"	22
Sucking Pigs, To Order—Chu Tsai	"	22
Suet, Beef—Shang Ngau Yau	"	27
" Mutton, Shang Yeung Yau	"	19
Veal, Ngau Tasi Yuk	"	20
" Sausages, Ngau Tasi Cheung	"	22
Lard, Chu Yau	"	22

POULTRY.

Poultry	Units	Price
Chicken, Kai Tsai	lb.	30
Capon, Large, Small, Sin Kai	"	32
Ducks, Ap	"	24
Doves, Pan Kau	"	18
Eggs, Hen—Kai Tan (cooking)	per doz	20
Fowls, Canton, Kai	lb.	30
" Hainan, Hoi Nam Kai	"	25
Geese, Ngo	"	33
Pigeons, Canton, Pak Kap	each	27
" Hoibow, Hoi How Pak Kap	"	24
Turkeys, Cock—F, Kai Kwag	lb.	60
" Hen, " Na	"	45

FISH.

Fish	Units	Price
Barbel, Ka Yu	lb.	18
Bream, Pin Yu	"	20
Canton Fresh Water Fish, Hoi Sin Yu	"	17
Carp, Li Yu	"	22
Catfish, Ohik Yu	"	15
Codfish, Man Yu	"	16
Crabs, Hai	"	24
Cattle Fish, Muk Yu	"	18
Dab, Sha Mang Yu	"	14
Dace, Wong Mei Lap	"	15
Dog Fish, Tit To Shis	"	12
Eels, Oonger, Hoi Man	"	13
" Fresh water, Tam Sui Yu	"	20
Eels, Yellow, Wong Sin	"	32
Frogs, Tin Kai	"	33
Garoupa, Shek Pan	"	45
Gudgong, Pak Kap Yu	"	18
Herrings, Tso Pak	"	23
Halibut, Cheung Kwan Kap	"	28
Labras, Wong Fa Yu	"	20
Loach, Wu Yu	"	26
Lobsters, Lung Ha	"	30
Mackerel, Chi Yu	"	20
Mor Fish, Mong Yu	"	32
Meat, Chai Yu	"	10
Oysters, Shang Ho	"	24
Parrotfish, Kai Kwag Yu	"	12
Perch, Tau Lo	"	24
Pike, Fa Pau Fong	"	18
Plaice, Pan Yu	"	14
Pomfret, Black, Hak Chong	"	23
Pomfret, White, Pak Chong	"	32
Prawns, Ming Ha	"	40
Ray, Pai Pa Shi	"	12
Rock Fish, Shek Kiu Kwag	"	18
Road, Chun Yu	"	12
Sard, Sha Yu	lb.	8
Salmon, Ma Yu	"	35
Skate, Po Yu	"	10
Shrimps, Ha	"	24
Skipper, Lap Yu	"	32
Sole, Tat Sha Yu	"	32
Tench, Wan Yu	"	20
Turbot, Cho How Yu	"	20
Turtle, small, fresh water, Keuk Yu	"	64

FRUITS.

Fruits	Units	Price
Almonds, Hang Yu	lb.	30
Apples (California), Kam Shan Ping Kho	"	20
(Chefoo), Tin Chun Ping Kho	"	20
Small, Hoi Tong	"	20

肉食

Meat	Units	Price
Bananas, fragrant, Canton, San Shing Heung Chiu lb.	3	
" (brides), Macao, San Heung Chiu	"	3
Chestnuts, Chinese, Fong Lai	"	12
Carambola, Yeung To	"	12
Coconuts, Ye Tse	each	12
Lemons, China, Ling Mung	lb.	6
" American, Kam Shan Liang Mung	"	8
Lichees Dried, Lai Chi, small Stone	"	30
" Fresh	"	30
Oranges, (Canton), Shan-shang Tim Ching	lb.	6
" Sweet	"	10
Pears, (American), San Shoo Lay	"	10
" (Canton), Cookin, Sha Li	"	10
Peanuts, Fa Shang	"	12
Persimmons Large, Hung Tsz	"	12
Pine-apples, 1st quality, Pun Ti Po Lo	each	14
" 2nd, Chung-tang Po Lo	"	10
Plantain, Tai Chiu	lb.	3
Plums, Swatow, Hung Lai	"	14
Pamelo, Siam, Chin Lo Yau	each	14
" Shanghai, Lo Kwat	"	12
Walnuts, Hop To	lb.	12
" Green, Sang Hop Tuo	"	12
Water Melon, (Am.) Kom San Sai Kwa	each	12

VEGETABLES, &c.

Vegetables	Units	Price
Artichokes, Shanghai, Sheung-hoi Ah Chi	lb.	1
Cheuk	"	1
Beans, (French), Macao, Oh Moon Pin Tau	"	1
" (French) Shanghai, Sheung Hoi Pin	"	1
" Sprout, Ah Ohci	"	8
" Long, Tau Kck	"	10
Beet Root, Hong Choi Tau	each	8
Bitter Squash, Fu Kwa	"	8
Brinjals, Green, Ching Yuen Kwa	"	8
" Red, Hung Ko	"	6
Cabbage, Chinese, (common), Kai Tsai	"	10
Cabbage, Shanghai, Ye Tsai	"	14
Cane Shoots, bunch, Kau Shun	lb.	8
Carrots, Kam Shan	"	12
Celery, Chinese, Tong Kan Tsai	"	12
Chillies Dried, Kon Lap Chiu	"	30
" Red, Hung Fa Chiu	"	18
" Green, Ching Lap Chiu	"	12
Curry Stuff, English, Ka Li Chu Liu	"	10
Cucumbers, Ching Kwa	each	2
Garlic, Sun Tau	lb.	8
Ginger, young, Sun Tee Kwang	"	6
" old, Lo Kwang	"	8
Horse Radish, Shanghai, Lik Kan	"	15
Indian Corn, Suk Mei	each	5
Lettuce, Yeung Shang Tsai	"	1
Water Chestnuts, Ma Tai	lb.	6
" Mandarin, Kwai Lam Ma Tai	"	8
" Mushrooms, Fresh, Shang Cho Ko	"	35
Mush Melon, Amer., Kam-san Hong Kwa	each	12
Okros	lb.	12
Onions Bombay, Yeung Chong Tau	"	8
" Green, Shang Chong	"	6
" Shanghai, Sheung-hoi Chong Tau	"	6
Parsley, Kun Tsai	lb.	8
Green Peas, Ching Tau	lb.	3
Potatoes, Sweet, Pan Shu	"	3
" Shanghai, Sheung-hoi Shu Tsai	"	3
" Japan, Yut Fui Shu Tsai	"	3
" American, Fa Ki Shu Tsai	"	8
" Foochow, Foo-chow Shu Tsai	"	3
Pumpkin, Tong Kwa	"	3
Radish, Hung Lo Pak Tsai	"	5
Rhubarb (Fresh), Tai Wai	"	12
Sage, Tse So	"	8
Shallots, Kon Chung Tau	"	8
Spinach, Yin Tsai	"	8
Tomatoes, Wai Ke	"	8
Taro, Wu tau	"	6
Tau Tsai, (Long), Lo Pak	"	6
" English, Yeung Lo Pak	"	4
Vegetable Marrow, Chit Kwa	"	4
" (American), Ka-san hui Kwa	"	4
Water Cress, Sai Yeung Tsai	"	15
" Lily root, Lin Ng u	"	6
Yams, Ta Shu	"	8
" English, Yeung Kan Choi	"	8
" Tau	"	8

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 11th inst. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—	
(a) Highest Grade, per bag of 50 lb.,	\$4.00
per lb.,	.08
(b) Second Grade, per bag of 50 lb.,	3.50
per lb.,	.07
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	30
(b) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c) Sterilized Milk, per tin, (18 oz.),	25
(d) Sterilized Milk, per 1 litre tin,	35
(e) Eagle Brand, per 1 lb. tin,	33
(f) Skimmed Milk, per 1 lb. tin,	20
3. Sugar:—	
Cane, (in 6 lb. tins), per tin,	1.00
Refined, Crystallized, per lb.,	12
Granulated, per lb.,	12
Soft, No. 1 quality, per lb.,	11
No. 2	10
4. Frozen Meat:—	

The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]

5. Market Produce:—(See above).

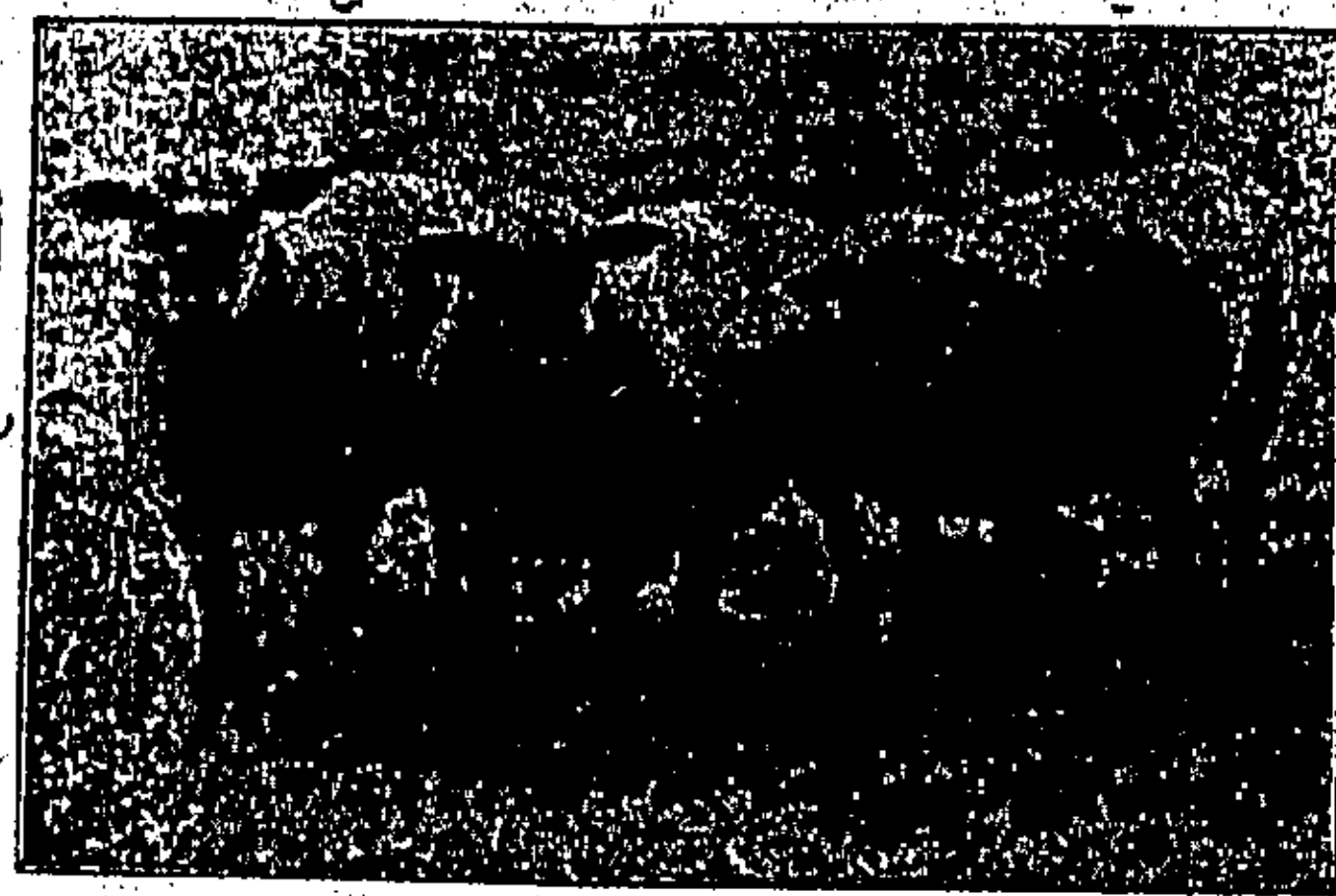
6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$7 in value (excepting the articles enumerated in clause 6) shall include a subsidiary coin subject to an additional charge of 7 per cent.

菓子

Confectionery	Units	Price
Almonds, Hang Yu	lb.	30
Apples (California), Kam Shan Ping Kho	"	20
(Chefoo), Tin Chun Ping Kho	"	20
Small, Hoi Tong	"	20

DAIRY FARM NEWS.



WE SUPPLY

EVERYTHING

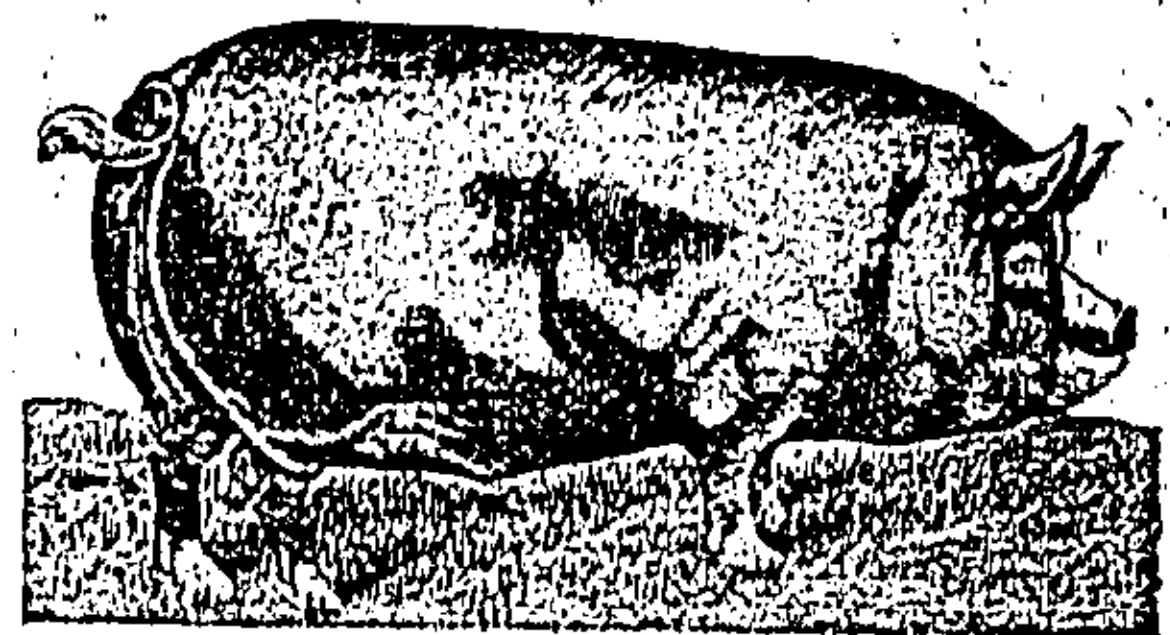
IN THE WAY OF GOOD AND WHOLESOME FOOD,

FRESH AND FROZEN BEEF,

MUTTON, LAMB, HAM,

BACON, RABBITS,

HARES, BRAWN,



PRESSED BEEF, PORK SAUSAGES,

GERMAN SAUSAGE,

&c., &c., &c.

FRESH DAIRY FED PORK,

HOUSE FED CAPONS AND CHICKENS,

CHEESE, BUTTER.

PURITY

EXCELLENCE

Commercial.

Ante-Mortem Bill.
The Bank of England this morning, says the *Globe* of August 18 repeated its announcement of yesterday relative to the discounting of bills of exchange. Owing to the fact that the staff of the central institution remains overwhelmed with arrears of work discount facilities continue to be withheld, no bills whatever being taken by the Bank of England after midday. The check is merely temporary, and, being due to the physical causes indicated, no uneasiness need be felt by those who hold bills which they desire to have discounted. The Bank's reassurance to holders yesterday that there is no intention to withdraw permanently the facilities offered under the Treasury guarantee still stands. But the pause affords opportunity for reflection, and to-day the view has found frequent expression that while anybody is at liberty to avail himself of the Government guarantee, the rush to shift the whole balance of outstanding pre-mortem bills to the central institution is somewhat undignified. It is even stated that the joint stock banks have not been co-operating as effectively as they might, because they hold the view that discounting under the Treasury guarantee should have been undertaken by a consortium of banks headed by the Bank of England, and not by the Bank of England alone. But it may be hoped that this suggestion is without foundation. There was a moderate discount business in the open market. Bills are not coming forward very freely, though they show signs of increasing. The rate for maturities of all dates was finally lower at 5½ to 5 per cent. Floating supplies of money continue to grow owing to heavy dividend payments. Railway dividend payments will continue large throughout the week. Tomorrow about £3,000,000 will be released in dividend payments by the Great Western and North Western Railway Companies. A call of £2,223,000 on Canadian Northern Railway bonds also falls due to-morrow. There is some talk of postponing the payment of heavy calls on Colonial and foreign emissions, which fall very inconveniently amongst subscribers in the present exceptional times, but we understand that no definite steps have been taken as yet. Daily loans were arranged at 3 to 3.12 per cent, and weekly loans at 4 per cent. The volume of private stock investment business continues to show signs of expansion, an increase in the number of inquiries from the provinces being especially noticeable. This is an encouraging symptom when considered in conjunction with the impending Government loan emission. Silver released to 26.15-16.1, in the absence of fresh support either from general buyers or on currency account. The price of bar gold was unchanged at 77s. 9d. per ounce. Following yesterday's announcement by the Committee of the Metal Exchange to open the Exchange for one hour each morning, except Saturday, for purposes of adjustment, the Committee further states that no prices, whether published or otherwise, are to be regarded as official.

World's Rubber Supply from Plantations.
"No longer does the majority of the world's supply of crude rubber come from Brazilian and other tropical jungles," says an official of the Goodyear Tyre and Rubber Company. "All of it still comes from the tropics, of course, but most crude rubber now is 'tame' rubber, carefully gathered and prepared on plantations instead of gathered from wild trees in deep jungles, as formerly."
"Plantation rubber is rapidly supplanting wild rubber. And the plantation rubber as it comes to market is cleaner and better prepared than the wild. A few years ago Brazil had almost a monopoly of the world's fine rubber supply, and as a result rubber-controlled prices. American manufacturers a few years ago paid as high as \$3 a pound for their raw material. There was danger, with the rapid growth of rubber manufacturing, that there

would be a rubber famine. So trees were planted in plantations. For a few years, the predictions of the plantation men were laughed at. Brazil continued to depend on her wild supply. But now the whole complexion of rubber production has changed. Plantations are producing more than the wild supply, and the proportions for each are continuing to grow."
Silk Conditions in Europe.
The Acting British Consul at Milan (Mr. J. F. Rose) has forwarded the following return of the silk condition at Milan and other European silk centres during the six months January-June, 1914, compared with the corresponding period of 1913, as published by the *Bollettino di Sericoltura* (Milan).

	Total (Kilogs.)	January-June
Milan	4,853,230	4,628,950
Lyon	4,081,232	4,111,293
St. Etienne	729,917	631,550
Zurich	717,043	767,891
Greif	292,715	302,420
Basle	336,771	304,235
Turin	291,058	238,456
Elberfeld	380,770	331,148
Kilogram	2,204 lb.	

The War and Lancashire Cotton Industry.
The Manchester correspondent of the *Economist* writes:—
The European war has already had a serious effect upon the cotton industry of Lancashire. The Liverpool raw cotton market has been closed on two days. It has been quite impossible to arrange fresh business of any kind in yarn and cloth. Shippers and producers have spent a good deal of time in making arrangements as to the completion of old contracts. Numerous firms have instructed spinners and manufacturers not to make deliveries until further notice. There has been a general disposition to forbear with each other in the crisis through which we are now passing. The production in spinning and weaving, owing to the trade depression, has not been at full stretch for some time back, and now machinery is being stopped on a much larger scale. Wherever possible, employers are considering their work-people and many people are running short time when it would pay better to shut down entirely. The fall in the Bank rate to 6 per cent, and the financial proposals of the Government which have been received towards the end of the week have resulted in a better feeling, and undoubtedly many people have now confidence that anything approaching a financial panic will not take place. Undoubtedly, traders in Lancashire have kept their heads remarkably well, and no dangerous excitement has shown itself.

Increase in Philippine Exports.
Imports for the month of August into the ports of Manila, Cebu and Iloilo totalled \$3,932,255, a slight increase over the month of August a year ago, when they amounted to \$3,451,517. Exports however fell off last month's figure, being \$3,132,891 against \$4,171,000 a year ago. Total trade last month amounted to \$7,064,146.

CONSIGNEES

TOYO KISEN KAISHA.
s.s. "SEIYO MARU."
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, and SHANGHAI.
The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on 28th September at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.
No Fire Insurance whatever will be effected.
No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 1st October will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or in the Godown, and examination of same to be held on 3rd October at 10 a.m.
All Claims must be filed on or before 8th October, otherwise they will not be recognised.
S. MORIMOTO, Agent.
Hongkong, 25th September, 1914.

CONSIGNEES

TOYO KISEN KAISHA.
From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, and SHANGHAI.

s.s. "SHIYO MARU."
Consignees of cargo are hereby notified that Cargo per s.s. "Shiyo Maru" has arrived here per s.s. "Seiyo Maru" and to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.
Cargo remaining undelivered on 28th September at noon will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.
No Fire Insurance whatever will be effected.
No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 1st Oct., at 5 p.m. will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or in the Godown and examination of same to be held on 3rd Oct. at 10 a.m.
All Claims must be filed on or before 8th October, otherwise they will not be recognised.
S. MORIMOTO, Agent.
Hongkong, 25th September, 1914.

PUBLIC COMPANIES

THE DAIRY FARM CO., LTD.
NOTICE TO SHAREHOLDERS

THE EIGHTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday, 10th October, 1914 at 12.15 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.
THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 10th October, 1914 both days inclusive.
By order
M. MANUK, Secretary.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

In the matter of the Companies Ordinance 1911
and
In the matter of the Hongkong Fire Insurance Co., Ltd.

NOTICE is hereby given that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June 1914 and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June 1914 and which Resolution runs as follows:—

"That the provisions of the 'Company's Memorandum of Association with respect to 'its objects' be altered so as 'to read as in the Print signed 'by the Chairman of the 'Meeting for the purposes of 'Identification.'
And notice is further given that the said Petition is directed to be heard before His Honour Mr. Henry Hesse Johnston Gompertz, Acting Chief Justice of the said Court on Wednesday the 21st day of October 1914 at 10.30 o'clock in the forenoon and any person interested in the said Company whether as Creditor policy holder or otherwise desirous to oppose the making of an order for the confirmation of the said alteration under the above Ordinance, should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.
Dated the 21st day of August, 1914.
DEACON, LOOKER, DEACON & HARTSON,
1, Des Voeux Road, Central, Hongkong.
Solicitors for the Company.

PUBLIC COMPANIES

THE HONGKONG HOTEL CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an extraordinary General Meeting of the Hongkong Hotel Company, Limited, will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong on Saturday the third day of October, 1914 at 12 o'clock noon when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 12th day of September, 1914 will be submitted for confirmation as a Special Resolution:—
That the regulations contained in the printed document submitted to the meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the articles of the Company, in substitution for, and to the exclusion of, all the existing Articles thereof.
Dated the 19th day of September, 1914.
By order of the Board
J. H. TAGGART, Acting Secretary.

NOTICES.

G. R.
It is hereby notified that the Old Star Ferry Wharf, Kowloon, will be closed for repairs from Saturday, October the 3rd, until further notice.
A. F. CHURCHILL, Director of Public Works, Public Works Office, Hongkong, 25th September, 1914.

G. R.
It is hereby notified that during the alterations and repairs to the Old Star Ferry Wharf, Kowloon, the Wood's Police Pier will be in use for the use of the Public from Saturday, October the 3rd, and until further notice.
A. F. CHURCHILL, Director of Public Works, Public Works Office, Hongkong, 25th September, 1914.

NOTICE.

THE COMPANIE DES MESSAGERIES MARITIMES, to inform the public that during the present hostilities in Europe, their Mail Steamers will not call at Hongkong, Shanghai, Kobe and Yokohama—the last port of call being Haiphong, until further notice.

MAN LOONG.

FIRST-CLASS PRESERVES, CINGER AND SOY MANUFACTURERS
Factory at Yumati
OFFICE: No. 34, Des Voeux Road, W. Telephone No. 177 & K. 12.
WE are the leading Manufacturers in this class of Goods. Our Fruit & Glaziers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

SINGON & CO.

Established A.D. 1880.
IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers. General Storekeepers and Shipchandlers, Nos. 33 and 37, Hing Loong Street, (2nd Street west of Central Market) Telephone No. 515.

AMERICAN DENTISTRY

PORCELAIN FILLINGS.
The Latest Improvements toward Lasting Workmanship and Painless Operations. No charge for examination. Fees moderate. Diploma, Tokyo.
Dr. T. YAMASAKI,
34, Queen's Road Central, (Corner of Mowat Street).
Telephone 62.

MARTIN'S APOLASTEL PILLS
A French Preparation for the cure of all kinds of Biliousness, Indigestion, Headache, Stomachic Disorders, etc. It is a truly safe and reliable remedy, and is sold in all the principal Pharmacies and Chemists. It is also sold in Hongkong at the following prices:—
Box of 12 Pills, 1/6
Box of 24 Pills, 2/6
Box of 36 Pills, 3/6
Box of 48 Pills, 4/6
Box of 60 Pills, 5/6
Box of 72 Pills, 6/6
Box of 84 Pills, 7/6
Box of 96 Pills, 8/6
Box of 108 Pills, 9/6
Box of 120 Pills, 10/6
Box of 132 Pills, 11/6
Box of 144 Pills, 12/6
Box of 156 Pills, 13/6
Box of 168 Pills, 14/6
Box of 180 Pills, 15/6
Box of 192 Pills, 16/6
Box of 204 Pills, 17/6
Box of 216 Pills, 18/6
Box of 228 Pills, 19/6
Box of 240 Pills, 20/6
Box of 252 Pills, 21/6
Box of 264 Pills, 22/6
Box of 276 Pills, 23/6
Box of 288 Pills, 24/6
Box of 300 Pills, 25/6
Box of 312 Pills, 26/6
Box of 324 Pills, 27/6
Box of 336 Pills, 28/6
Box of 348 Pills, 29/6
Box of 360 Pills, 30/6
Box of 372 Pills, 31/6
Box of 384 Pills, 32/6
Box of 396 Pills, 33/6
Box of 408 Pills, 34/6
Box of 420 Pills, 35/6
Box of 432 Pills, 36/6
Box of 444 Pills, 37/6
Box of 456 Pills, 38/6
Box of 468 Pills, 39/6
Box of 480 Pills, 40/6
Box of 492 Pills, 41/6
Box of 504 Pills, 42/6
Box of 516 Pills, 43/6
Box of 528 Pills, 44/6
Box of 540 Pills, 45/6
Box of 552 Pills, 46/6
Box of 564 Pills, 47/6
Box of 576 Pills, 48/6
Box of 588 Pills, 49/6
Box of 600 Pills, 50/6
Box of 612 Pills, 51/6
Box of 624 Pills, 52/6
Box of 636 Pills, 53/6
Box of 648 Pills, 54/6
Box of 660 Pills, 55/6
Box of 672 Pills, 56/6
Box of 684 Pills, 57/6
Box of 696 Pills, 58/6
Box of 708 Pills, 59/6
Box of 720 Pills, 60/6
Box of 732 Pills, 61/6
Box of 744 Pills, 62/6
Box of 756 Pills, 63/6
Box of 768 Pills, 64/6
Box of 780 Pills, 65/6
Box of 792 Pills, 66/6
Box of 804 Pills, 67/6
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Box of 828 Pills, 69/6
Box of 840 Pills, 70/6
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Box of 900 Pills, 75/6
Box of 912 Pills, 76/6
Box of 924 Pills, 77/6
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Box of 960 Pills, 80/6
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ON A TROOPSHIP.

How the Expeditionary Force Left.

[A correspondent of the *Globe* has received the following letter from one of the men on a troopship. It can now be published as an interesting record of momentous days and nights.]

I got your letter after dinner to-night (the 13th). It got here quickly for a wonder; the railway is jammed with troop trains between here and London. The country has very little idea what is going on, but when I tell you something like 30 troop ships, and some of them carrying 3,000 troops each, have left here these last few days, you can form an idea what is going on, especially when you take into account that other large shipping centres are sending as many, and some places more, ships than Southampton.

As one transport leaves the flag fly out, and up comes another dirty-looking old tramp, all ready to receive men and horses, who are standing in the sheds, waiting to walk on board. It's a perfectly arranged affair, and going without a hitch day and night. You wouldn't know a single soldier was leaving unless you were on the inside of things, and knew and saw.

Troops march, or train, into the docks here and disappear into the mist; a disreputable old ship leaves, apparently with nobody on board except a few odd soldiers here and there, and that's the end of the story.

"Tipperary to Berlin." By and by another old wave-puncher leaves and another comes up from somewhere round about, fills up with her complement, and off she goes. There isn't a sound of any kind; the local rag doesn't comment on it even. The Press censorship is perfect. One train came in to-day with some Irish regiments, with a notice on the carriage, "Summer trip from Tipperary to Berlin." The train was also decorated with green flags everywhere. These are the people who were going to fight on the other day, only somebody else interfered with the row. I'll bet that Irish regiment will let some of the bear out of the Germans.

The ship is being fitted out as a hospital ship fore and aft to deal with surgical cases. There are all modern appliances for surgical work and six surgeons under a fleet surgeon, with sixty hospital attendants and a staff of trained nurses. It's all operating rooms, X-ray rooms, and the Lord knows what sort of other chamber of horrors there isn't. What I do know is that besides the ordinary steam, electric and refrigerator gear usually on board a ship of this sort there are some dozens of other "contraptions" I have never been shipmate with before. Good luck to them!

We are under martial law here in the docks; we can't move unless in uniform. Go ashore in civvy if you want to, but be sure your pass is in your hand. Anyone who can't produce his pass in the dock is promptly run in. To offer resistance would mean sudden death. They are running no risks of Germans getting at the troopships.

The docks are full of soldiers, and sentries are everywhere day and night, and fully armed, with orders to shoot first and argue the

LIFE AT A HOME NAVAL STATION.

Devonport during War Time.

A private letter from Plymouth, dated August 13, gives a glimpse of the activity of the naval and military authorities in a home naval station in the early days of the war. One feature stands out prominently and that is the universal desire to make every possible sacrifice. The "dropping in" of a naval officer "to have luncheon and say au revoir" is related as if it were a common occurrence, but something of the enthusiasm of Britons at home is seen in the description of the constant flow of troops and sailors through the streets.

"The town is full of officers and soldiers. There are 17,000 men in the naval barracks (Devonport). All the best horses have been taken. The College Ground is full of them and also the fields leading to the cemetery. The college is full of soldiers."

The writer then relates how troops are billeted, and continues: "Two regiments passed the house to-day (August 12), the first of 1,200 men at 10 a.m. and the second at 2 p.m. Another regiment is passing now. Where do they all come from with their bands, bagpipes, and whistles? They are full of high spirits." The letter, continued on the 13th, adds: "At midnight 12,000 men passed by, they were in the highest spirits. At 5 a.m. a Scottish regiment marched past with pipes and at 7 a.m. a Territorial regiment with a band. I heard one of the London Scottish say to a friend 'Aye, we are ready. I have two sons here with me and one on the North Sea.'"

German and other foreigners have been summoned before the authorities and instructed to leave the town for the time being.

The women of England were working hard to alleviate distress. The wives and children of sailors and soldiers were being sought out and cared for when necessary. "Women, with tears in their eyes, say that they are proud that their husbands and sons can serve the King."

Austria Seeks Assistance. Vienna, Aug. 20.—It is stated that Austria is holding out special allurements to secure the assistance of Bulgaria, Albania, and Roumania. She has promised to cede to Roumania all the Serbian territory that may be occupied by the Roumanians, to give Macedonia to Bulgaria, and allow Albania all the Albanian territory now in Serbia's occupation.

point afterwards. A man in a boat didn't answer quick enough last night. They said he wasn't in the boat when they looked for him afterwards.

SILIMPOON COAL BUNKERS

can be supplied at cheap rate.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling

for bunker coal exclusively are

exempt from all shipping dues

and charges.

A. BUNE

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except bona fide consignees' letters posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or any where en route to Hongkong.

7. The above regulations will not affect the licensed, private letter boxes carried between Hongkong & Canton by the vessels belonging to or managed by the Hongkong & Canton Steamship Company.

A late mail for Swatow, Amoy & Foochow will in future be closed for all Douglas steamers 20 minutes before each steamer sails. Ordinary correspondence will be received after the regular mail has closed at the side street entrance to the G. P. O. in the lane off Des Voeux Road.

War risks are not covered by postal registration or insurance.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

The Korea, with the American Mail, leaves Manila on Sunday afternoon and is due to arrive here on Tuesday, the 29th inst.

MAILS DUE.

Korea, American, 29th inst.

MAILS CLOSE TO-DAY.

Philippine Is.—Per LOONGSANG, 26th inst., 2 p.m.

Swatow.—Per GLENFALLOCH, 25th inst., 4 p.m.

Japan via Yokohama.—Per TILJONG, 26th inst., 4 p.m.

Saigon.—Per PHEUMPHEN, 25th inst., 4 p.m.

Saigon.—Per BOURBON, 26th inst., 4 p.m.

Bangkok.—Per ULV, 26th inst., 4 p.m.

Japan via Nagasaki.—Per NIKKO M., 29th inst., 4 p.m.

(Honolulu, United States, S. America, & Canada to connect with the Sinyo M. at Nagasaki).

TO-MORROW.

Swatow.—Per HAIMUN, 27th Sept. 9 a.m.

Swatow, Amoy, Formosa via Tamsui.—Per DAIGI M., Sept. 27th, 9 a.m.

MONDAY, 18th Sept.

Austria.—Per Philippin Is., Australia, Tasmania & New Zealand via Port Darwin.—Per TAIYUAN, 28th Sept., 11 a.m.

TUESDAY 29th Sept.

Austria.—Per Philippin Is., Australia, Tasmania & New Zealand via Port Darwin.—Per TAIYUAN, 28th Sept., 11 a.m.

French Mail.—Per TANGO MARU, 29th Sept., 8 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles.—(Late Letters 11 a.m. to noon Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per POLYNESIAN, 29th Sept., 11 a.m.

San Francisco, S. America, & Canada.—Per SHADONEE, 29th inst., 11 a.m.

Swatow, Amoy & Foochow.—Per HAIYANG, 29th Sept., noon.

Shanghai & North China (Europe via Siberia).—Per ANHUI, 29th inst., 5 p.m.

(To make connection with the Tientsin-Peking Railway, closing at Shanghai 5 p.m. at 11.30 a.m. on Monday, the 30th Oct.)

Philippine Is.—Per CHIN HUA, 29th Sept. 3 p.m.

WEDNESDAY, 30th Sept.

Austria.—Per Philippin Is., Australia, Tasmania & New Zealand via Port Darwin.—Per ST. ALBANS, 30th Sept. 9 a.m.

Hohow, Pakhoi & Haiphong.—Per KAIPOONG, 30th Sept., 9 a.m.

Wei-hai-wei & Tientsin.—Per OHIP-SHING, 30th Sept. 11 a.m.

Swatow.—Per HAIMUN, 30th inst. 1 p.m.

Wei-hai-wei, Chefoo & Tientsin.—Per HUIOHOW, 30th inst. 5 p.m.

THURSDAY, 1st Oct.

Formosa via Keelung, Japan via Moli, Victoria & Tacoma.—Per OHIO MARU, 1st Oct. 1 p.m.

Swatow, Amoy & Foochow.—Per KAIJO MARU, 1st Oct. 1 p.m.

FRIDAY, 2nd Oct.

Swatow, Amoy & Foochow.—Per HAIYANG, 2nd Oct. noon.

SHIPPING NEWS.

ARRIVED.

Chinkwa, Br. s.s. 1,357, Finlayson, 25th inst.—Manila, 22nd inst. Gen.—B & S.

Halmu, Br. s.s. 641, A. H. Stewart, 25th inst.—Swatow, 25th inst. Gen.—D. L. & Co.

Talyuan, Br. s.s. 2,000, P. W. Grierson, 25th inst.—Sydney, 25th ult. Gen.—B & S.

Salsette, Br. s.s. 2,391, A. F. Vine, 25th inst.—Shanghai, 22nd inst. Gen.—P. & O. S. N. Co.

Astyanax, Br. s.s. 3,031, J. Robinson, 25th inst.—Singapore, 19th inst. Gen.—B & S.

Selyo Maru, Jap. s.s. 4,855, H. Hinokura, 25th inst.—Mol, 20th inst. Gen.—T. K. K.

Valotto, Br. s.s. 3,730, Mackie, 25th inst.—New Durban, 27th ult. Case oil.—S. O. and Co.

Chipshing, Br. s.s. 1,199, Scheuk, 25th inst.—Wei Hui Wei, 19th inst. Gen.—J. M. and Co.

DEPARTED.

September 25.

Tillwong for Japan via Yokohama

Chusan for Swatow and Straits

Choyung for Calcutta via Straits

Tillatjap for Batavia via Manila

Salsette for Straits

Yochow for Shanghai via Swatow

Dux for Bangkok

Javary for Canton

Kinkin Maru for Milke

Gumini for Canton

Astyanax for Vladivostok via S'pore

CLEARANCES AT THE HARBOUR OFFICE.

September 26.

Loongsang for Manila

Foching for Calcutta via Singapore

Tillwong for Japan via Yokohama

Pheumphen for Saigon

Halching for Fochow via Amoy

Uiv for Bangkok

Bourbon for Saigon

Nikko Maru for Japan via Nagasaki

Daigi Maru for Tamsui via Swatow

Sungkiang for Haiphong via Pakhoi

Dunrie for Hongay

Glenfalloch for Singapore via Swatow

Dufar for Bangkok via Swatow

PASSENGERS ARRIVED.

Per s.s. Salsette from Shanghai.—Messrs Li Suiling, W. A. Farley, McMatson, Buchanan, J. A. David.

Per s.s. Selyo Maru from Mol.—Miss E. Harlan, Messrs Nal Ramoon, H. Sonomoto.

Per s.s. Talyuan from Australia etc.—Messrs James, Muir, Weir, Gibb, Tarrisoff, Busoff, Jones.

Per s.s. Tillatjap from Kobe etc.—Mr de Erens.

PASSENGERS DEPARTED.

Per s.s. Salsette for London etc.—Mrs Duncan, Mr and Mrs Burnett, Messrs Stanley Heime, F. Graham, Perry Asy-dough, U. A. Farrell, O. Fioravanti, M. Blass, Carlo Casto, A. Richied, A. Rassi, P. Magistolin, W. A. Muir, Mr & Mrs R. Dixon, B. K. Mohla, E. A. Soom-anjee, M. M. Mulla Ibrahimjee, John Wilson, Sergt and Mrs J. G. Bunt.

TIDE TABLE.

21st Sept., to 27th Sept., 1914.

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 21	10 10	4 10	Mon. 21	10 10	4 10
Tues. 22	10 10	4 10	Tues. 22	10 10	4 10
Wed. 23	10 10	4 10	Wed. 23	10 10	4 10
Thurs. 24	10 10	4 10	Thurs. 24	10 10	4 10
Fri. 25	10 10	4 10	Fri. 25	10 10	4 10
Sat. 26	10 10	4 10	Sat. 26	10 10	4 10
Sun. 27	10 10	4 10	Sun. 27	10 10	4 10

m morning, a afternoon.

Oysters, Fresh, Fried or Stewed

Findon, Haddock, Kippers &c.

ALEXANDRA CAPE.

WEATHER REPORT.

On the 25th at 10.10—Pressure changes since yesterday are small.

The anticyclone is now central over Mid-Japan.

The typhoon to the east of N. Luzon appears to be filling up.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. N. winds, moderate; fine.

2 Formosa Channel. The same as No. 1.

3 South coast of China bet. the same as No. 1.

4 South coast of China bet. the same as No. 1.

China Coast Meteorological Register.

25th Sept. a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

W'atsook 7a 29.85 wsw 2

Nemato 6a 30.23 n 1

Hakodate 5a 30.19 n 1

Tokio 4a 30.09 n 1

Kochi 3a 30.09 n 1

Nagasaki 2a 30.10 nne 1

K'angina 1a 30.04 nne 1

Oshima 30.03 nne 1

Naha 29.91 nne 1

Ishigaki 30.04 nne 1

Bonin Is. 30.15 63 83 wsw 2 b

Chefoo 30.11 63 83 nne 1orm

Shanghai 30.06 69 83 nne 3om

Guzilaf 29.93 78 82 nne 2 or

Amoy 29.91 77 82 nne 2 or

Swatow 29.88 74 86 nne 1 b

Tahoku 29.88 74 86 nne 1 b

Taiwan 29.90 74 86 nne 1 b

Kashan 29.88 74 86 nne 1 b

P'ores 29.88 74 86 nne 1 b

Canton 29.90 74 86 nne 1 b

H'kong 29.92 75 71 nne 1 b

Gap Rock 29.88 74 86 nne 1 b

Macao 29.91 72 86 nne 1 b

Wuchow 29.91 72 86 nne 1 b

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Iloilo 29.91 72 86 nne 1 b

Bacolod 29.91 72 86 nne 1 b

Cebu 29.91 72 86 nne 1 b

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T. F. Claxton, Director.

Hongkong Observatory, Sept. 25.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date

Barometer 29.91 29.92 29.89

Temperature 75 75 75

Humidity 85 85 85

Wind Direction W N NE

Force 1 2 2

Weather b c d

Rain 0 0 0

Highest open air temperature on the 25th 10

Lowest " " " " " "

H.K. Observatory, 25th September.

T. F. CLAXTON, Director.

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on about the DATES named:—

For Steamers To Sail On Rema

LONDON, via Usual Ports of Call

SHANGHAI..... Oriental Capt. A. L. Valentini about 2nd Oct. Freight & Pass

LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles

Namur Capt. A. Collyer about 14th Oct. Freight & Pass

SHANGHAI & KOBE Nellore Capt. J. Gaunt about 17th Oct. Freight & Pass

AND YOKO HAMA R.N.R.

Subject to alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

P. & O. S. N. Co.'s office, E. A. Hewett, Superintendent.

Hongkong, 23rd Sept., 1914.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.